# The Literary Digest

NEW YORK, JUNE 4, 1932


## TOPICS OF THE DAY

## Is Franklin Roosevelt "the Bryan of 1932?"

THE QUESTION COMES UP AS Governor Roosevelt follows his Albany championship of the "forgotten man" with his Atlanta demand for a "wiser distribution" of wealth.

Roosevelt's followers have been asking him to make a "fighting bid" for the Democratic Presidential nomination.

This is it, reporters said to themselves as they heard the Governor talk to the graduates of Oglethorpe University before receiving that institution's LL.D. degree, and then saw the enthusiastic Georgians rise and cheer him to the echo. One correspondent feels convinced that Roosevelt was laying down the lines upon which he will fight for the nomination, and later campaign against Hoover if nominated.

"Governor Roosevelt is determined to lead the Democratic party back to the radicalism of the Bryan days, and if nominated for President to force a clean-cut issue in 1932 between his brand of radicalism and the conservatism of Coolidge and Hoover," writes George Van Slyke, the New York *Sun's* political expert. The Atlanta pronouncement, accepted in Democratic circles "as deliberate and conclusive," shows the Governor of New York taking his stand "with the radicals and liberals of the West." New York Democrats, says Mr. Van Slyke, understand exactly what he means:

"He was hitting squarely at the powerful financial group which has been dominant in the Democratic party for the last ten years.

"His intention of taking the rôle of a modern Bryan in his party is further emphasized by the fact that the Governor's speech of May 22 is to be followed a little later, and before the national convention meets, with a more specific statement of his proposals for meeting the economic situation and putting into practise the theories he now outlines.

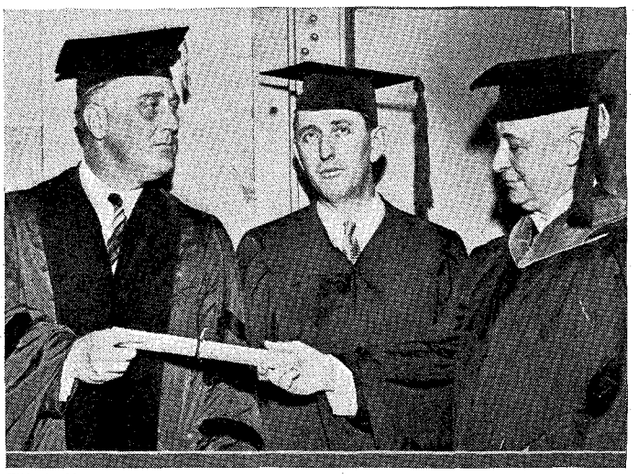
"When Bryan captured the Democracy in 1896 with his sensational 'cross-of-gold' speech, he turned it radical and fought the campaign in hard times on the gold-standard issue with McKinley and the Republicans. Bryan's radicalism dominated, excepting in the Parker campaign of 1904, down to and partly through the Wilson days.

"The Bryan influence subsided following his parting with Wilson. Again in 1924 William G. McAdoo tried to rededicate the Democracy to the radicalism of Bryan and the pseudo radicalism of Woodrow Wilson.

"Then Al Smith was nominated in 1928, and with the appointment as national chairman of John J. Raskob, financier of great wealth, and representative of the big business which Bryan had assailed for thirty years, the Democrats hailed the passing of Bryan and radicalism. The Democracy went conservative.

"Now the swing back is on again, and if Governor Roosevelt is nominated on the platform which he has indicated he will demand if he is the boss of his party, there is little doubt that radicalism will dominate; the Western group will have its say; the Norris-Brookhart contingent in the Republican party will have a place to go.

"The nation will go into a political battle between two diametrically opposed schools of thought, and the issues will be much more plainly written than had been anticipated."



Wide World

**A New Doctor of Laws Lays Down the Law**

Here is Governor Roosevelt receiving his Oglethorpe University diploma from Barron Collier of New York while Governor Russell of Georgia (center) looks on. The presentation immediately followed the Governor's "distribution of wealth" speech.

"THE parallel with 1896 is close," says the Republican New York *Herald Tribune:*

"The Governor is evidently persuaded that the nation is in a radical mood and wants to gamble its way out of the depression.

"Franklin D. Roosevelt would be the William Jennings Bryan of 1932, judging by the loose language and emotional fervor of his Oglethorpe speech.

"But the 1896 precedent is surely not an altogether cheering one for such tactics. The country refused then to abandon sound and tried economics for a radical experiment. What reason is there for thinking that it is in any less sensible mood to-day?"

The Governor of New York was introduced in what he calls his "other State" as "a man who has gathered into his remarkable personality the skilful power of the North, the free spirit of the West, and the responsive soul of the South." He described the conditions facing the college graduates of 1932. Our basic trouble, he said, "was an insufficient distribution of buying power coupled with an oversufficient speculation in production"—

"While wages rose in many of our industries, they did not, as a whole, rise proportionately to the reward to capital, and at the same time the purchasing power of other great groups of our population was permitted to shrink.

"I believe that we are at the threshold of a fundamental change in our popular economic thought, that in the future we are going to think less about the producer and more about the consumer. Do what we may have to do to inject life into our ailing economic order, we can not make it endure for long unless we can bring about a wiser, more equitable distribution of the national income."

IN Governor Roosevelt's opinion it is not beyond the power of mankind "to insure that all who are willing and able to work receive from it at least the necessities of life. In such a system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the reward for a day's work will have to be greater, on the average, than it has been, and the reward to capital, especially capital which is speculative, will have to be less." Toward the end of his address the Governor said:

"The country needs and, unless I mistake its temper, the country demands bold, persistent experimentation. It is common sense to take a method and try it; if it fails, admit it frankly, and try another. But above all, try something."

"The millions who are in want will not stand by silently forever, while the things to satisfy their needs are within easy reach."

In view of this speech, we can be assured "that the 'forgotten man' will not be forgotten," remarks the Republican Albany *Knickerbocker Press* in Governor Roosevelt's own State. "For the first time," says the Hartford *Courant* (Rep.) "he expounded with clearness and force the economic principles he holds and on which he is willing to go before the country."

In the friendly South, Josephus Daniels's Raleigh *News and Observer* sees Roosevelt alining himself "as sharply as it is possible for a candidate to do against the Hoover program of pouring endless streams of tax money into institutions and industries which have misused the money which private investment provided bountifully in the years of our profligate speculation, and against the Smith championship of Wall Street and the status quo." Moreover:

"There is no meeting-place in this speech for Roosevelt and the Powers That Have Been. There is no invitation to compromise on any measure of reconstruction which contemplates merely restoration. There is no prayer for the return to the fool's paradise of rapidly accumulating wealth for the few and the toboggan of despair for the many."

Acme

"Socialism—or Catastrophe?"

That is the choice confronting the world, declares Norman Thomas, candidate for the Presidency.

But to a very considerable number of dailies Governor Roosevelt's speech seems disappointingly vague and glittering with generalities. Right in his own State the New York *World-Telegram* finds it "as clear a statement of what is wrong as it is obscure on what should be done." The Syracuse *Post-Standard* (Rep.) thinks it "high time that Governor Roosevelt throws generalities overboard and gets down to brass tacks." The Governor, the New York *Sun* (Ind.) reminds us, called for "experimentation," but did not say "what experiment should be tried."

"Mr. Roosevelt continues to stimulate the radicals in his headlines, and soothe the conservatives in the body of his speeches," begins the New Haven *Journal-Courier* (Ind.), and it concludes that he "does not instil confidence by the windy generalizations in which he now indulges."

"Mr. Roosevelt's effort to give his candidacy a humanitarianism peculiar to him questions his sincerity rather than demonstrates his qualifications for the nomination he seeks," is the way the Chicago *Tribune* (Rep.) puts it.

The Roosevelt "fighting speech" seems to the Boston *Herald* (Rep.) a "mere sophomoric exposition of the problems of the day." This daily joins with the New York *Times* (Dem.) in comparing Roosevelt's speech most unfavorably with President Hoover's twelve-point prosperity program which appeared in the papers the same day. As *The Times* phrases it:

"Mr. Hoover is precise, concrete, positive. Governor Roosevelt is indefinite, abstract, irresolute."

# The Socialists Pick Thomas

HAMMERING BOTH BIG POLITICAL PARTIES, a Presbyterian minister demands a new deal for the people as the Socialists nominate him for President.

"There can be no doubt," declares the tall, spare Norman Thomas of New York in his acceptance speech, "that the drift is either to anarchic catastrophe or to a desperate attempt of the ruling class by an assorted appeal to prejudice and passion to give us some sort of Fascist dictatorship, open or disguised, which can only kill what liberty we have left without solving any fundamental problems."

Nominated by a vote of 252 to 1 at the party's convention in Milwaukee, with James H. Maurer, Pennsylvania labor leader, named for the Vice-Presidency, Mr. Thomas promptly sounded the keynote of his campaign.

"Hoover's record is a record of mistake piled upon mistake," he declared as quoted in the press.

"His only idea of restoring prosperity is to lend some money to those who have already borrowed too much.

"He vainly waits for some Santa Claus to restore prosperity while he who has bestowed millions upon bankers and tariff beneficiaries fights to the last ditch against what he calls doles to unemployed workers."

As for the Democrats—"they are no better." And he added:

"The party which dares to take the name of Thomas Jefferson is in the South the party with the most outrageous racial discrimination, and in the North the party of the most flagrant corruption in the cities."

Earlier, the convention had voted down, upon Mr. Thomas's insistence, a resolution declaring for confiscation of property.

"Forcible confiscation and civil war," he said, "while applicable in Moscow and Leningrad, would create havoc and starvation in New York and Chicago."

But Mr. Thomas was instrumental, we read, in persuading the party to change its unsympathetic attitude toward Soviet Russia, held since 1920. The resolution adopted endorsed "the efforts being made in Russia to create the economic foundations of a Socialist society."

Repeal of the Eighteenth Amendment and a Federal appropriation of $5,000,000,000 for immediate relief of the unemployed were among the platform planks adopted.

Papers which have no patience with Socialism nevertheless speak in high terms of Mr. Thomas.

"Even citizens who have nothing but contempt for the principles upon which the Socialist party is founded," says the Hartford *Courant*, "can not but admit that, in Mr. Norman Thomas, it has nominated a candidate for the Presidency of excellent quality."

Reminding us that in the Presidential race of 1928 Mr. Thomas "polled a few more than a quarter of a million votes out of a total of more than thirty-six million," *The Courant* adds:

"Whether or not three years of depression will bring him considerably more this year remains to be seen. In any event, his candidacy is not one to bring alarm."

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# Mrs. Putnam's Four Wreaths of Laurel

A HERD OF FRIGHTENED COWS galloped away in terror as the red-and-gold plane dropt down out of the sky to an Irish pasture—at Culmore, five miles from Londonderry to be exact.

A lithe figure in riding breeches and leather jacket popped out of the cabin. A boyish face, daubed with oil and topped by a shock of short curly hair, was wreathed in smiles.

When she came out of the plane, Mrs. Amelia Earhart Putnam, who celebrated the fifth anniversary of Lindbergh's great exploit by flying the Atlantic herself, was possest of four aviation records, according to the New York *Times*.

She was the first woman to fly solo over the Atlantic.

She was the first person to make the crossing by plane twice—you will recall that she was a passenger on the Stultz-Gordon flight in the *Friendship* in 1928.

Her crossing by the North Atlantic route to Ireland—2,026.5 miles, in thirteen and a half hours, corrected time—set a new speed record for the route. Alcock and Brown, in 1919, made it in sixteen hours and twelve minutes.

In addition, *The Times* continues, "she surpassed the distance record for women, set by Miss Ruth Nichols at 1,977.6 miles in a non-stop flight from Oakland, California, to Louisville, Kentucky."

When Mrs. Putnam set her plane down on the field—a practically perfect landing—and stept out, not a soul was in sight. She was in Ireland, but that was all she knew of her location. In a moment she spied a farmhouse, not far away, and set out for it. She was met on the way by an excited farmer running cross-country to learn what had brought the plane down on his land.

"Where am I?" she asked.

"In Gallagher's pasture," he told her. And Gallagher's pasture is likely to be an historic spot for many a year to come.

Mrs. Putnam's flight, a nip-and-tuck game with death, was hindered by storms and fog, and even the fear of fire, from leaking gas. This kept her flying low part of the way because, as she said, "I'd rather drown than burn."

SHE took off from Harbor Grace, Newfoundland, at 5:50 o'clock (E. D. T.), May 20. There was no preliminary fanfare of publicity, and she was on her way almost before the public realized what was happening.

Had she made Croydon or Le Bourget, an hysterical, adulatory mob would have greeted her. As it was, however, the end of the flight was impromptu. The exhaust manifold of her plane was vibrating badly. Other mechanical matters had gone awry. So, as she told a radio audience, she decided "to come down at the very nearest place, wherever it was."

The pasture at Culmore turned out to be this "nearest place," and after she had landed, Mr. Gallagher helped her hail a passing motorist, who took her on to Londonderry.

At this north of Ireland city she gave the first word of her success to the world, and heard the first of the acclaiming shouts that have hailed her flight. The world was vastly relieved to know that she was safe, and no one more so than her husband, George Palmer Putnam, the New York publisher.

Mr. Putnam had had a trying time during the long hours of the flight. We are all used to the picture of the adventurer's wife sitting at home waiting for his safe return. But to see the husband in such a rôle is not so common. "I guess I'm doing as well as could be expected," Mr. Putnam said during the flight.

Praise for Mrs. Putnam has been lavish. The London *Sunday Express*, the morning after her landing hailed her as "A Great Girl," and added, "the fact that she did not fully achieve her intention of duplicating Lindbergh's historic flight to Paris is a small matter. She crossed. She takes her place high on the pinnacle beside the immortal Lindbergh. And her glory sheds its luster on all womanhood."

PRESIDENT HOOVER and Ramsay MacDonald sent her their congratulations. She was awarded the Distinguished Flying Cross, and the Prince of Wales received her. Mrs. Putnam's rivals for aerial honors—Ruth Nichols and Elinor Smith—joined the chorus. Ambassador Mellon, who greeted her when she reached London, praised her skill and pluck. Much American press comment is summarized by the Cleveland *Plain Dealer*, which says:

"The modesty and good sense with which she bore the honors

International

Mrs. Putnam, Who Did Herself Proud,

And Mr. Putnam, who says he did "as well as could be expected."

which greeted her first achievement are an earnest that her new and greater laurels will be worn with equal grace. As Lindbergh stands for the best of American manhood, so is America's womanhood well represented by Mrs. Putnam."

NEVERTHELESS, there has been criticism, and we must remember that adverse comment is becoming more and more common after ocean flights. "Amelia Earhart has given us a magnificent display of useless courage," begins M. E. Tracy in the New York *World-Telegram*, adding:

"Whatever she may get out of it, the world will get very little. We have known for a long time that an airplane could cross the ocean if nothing broke, but that there was more than an even chance that something would break. That is all we know now.

"The interest in such performances is one great weakness of the present age."

Perhaps Mrs. Putnam is not wholly out of agreement with this. Soon after her arrival in London, she broadcast an account of her flight, in the course of which she admitted, according to a transcript in the New York *Evening Post*, "I realize this flight has meant nothing to aviation."

Some of the thrills of her flight she revealed in an interview with P. J. Quinn of Universal Service, who reports her verbatim in a copyrighted dispatch from Culmore:

"I don't think I'll ever forget this trip. Out over the ocean on my own, with fog above and below—that's the way I spent midnight. I saw nothing but fog. It was cold and ice formed on the wings. Then came storm and rain. The temperature began to rise and the ice disappeared. The plane swayed up and down in the gale, but held on wonderfully, altho at considerably reduced speed. Morning brought an improvement in conditions, but visibility continued bad. I simply rode out the storm."

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# Evolving a Relief Plan

RELIEF.

That's the big word in Washington right now, as the tax bill is being polished off and the Congressmen and Senators get together on a plan to relieve economic distress.

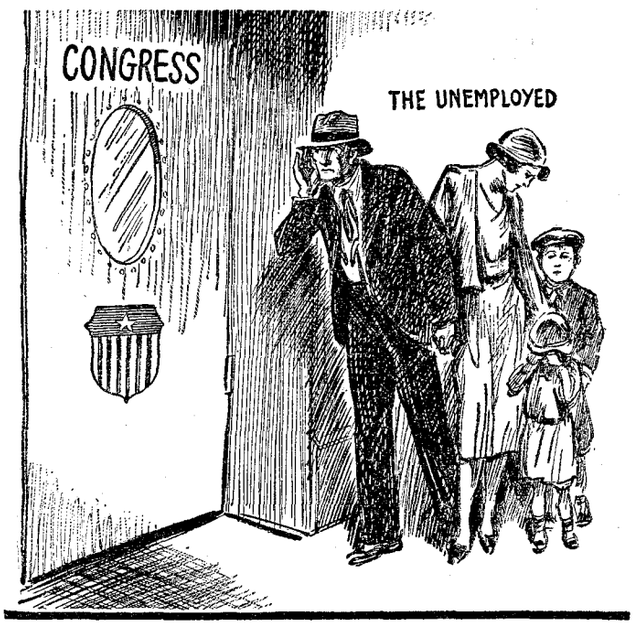
They would like to have it all done in time so that they can adjourn to attend the party conventions in Chicago. But the getting together—there's the rub.

Any relief plan which may be enacted will be the product of a long process of evolution, which may now be reviewed.

Readers will remember that early in the session Senators La Follette and Costigan called for a huge Federal bond issue to relieve unemployment. The matter was laid aside in the excitement over the tax bill.

But a few weeks ago Owen D. Young and Bernard M. Baruch went down to Washington and told the Democratic party leaders that big business wouldn't object to a $2,000,000,000 Federal public-works bond issue—$500,000,000 for Federal projects already under way or ordered, and $1,500,000,000 to be lent to the States for similar work.

Following this, Senator Joseph T. Robinson rises in his place as Democratic Senatorial leader with a seven-fold relief program, including the Young suggestion, and also a direct unemployment relief fund of $300,000,000. The Robinson plan also included the encouragement of the thirty-hour week and R F C help to farmers.




—Batchelor in the New York "Daily News."

"The first comprehensive program offered to correct our present situation," Mr. Young called it.

AND how the relief plans have been coming out ever since! The day after Mr. Robinson spoke, President Hoover called in the Democratic leader along with Republican leader Watson to suggest a non-partizan three-point program. The main idea here was the utilization of the Reconstruction Finance Corporation—called R F C for short.

With the Hoover and a Robinson plan before them the Democrats of the Senate appointed a subcommittee to draw up a third plan that would be more or less officially Democratic. Senator Wagner, chairman of the subcommittee, first suggested a plan differing only slightly from those suggested by the President and Senator Robinson. And over at the other end of the capitol, Speaker Garner came forward with still another three-point program, not very different from those under consideration.

Finally, the Wagner subcommittee reported. Their program embraced three major methods of dealing with the present crisis. First, the R F C would be empowered to advance $300,000,000 for actual relief to States needing it and asking for it. Second, the R F C is to loan from a new $1,500,000,000 fund amounts necessary to finance self-liquidating undertakings, including State projects, housing and slum-clearance schemes, and self-liquidating construction by private corporations of projects like bridges, tunnels, docks, etc.; and $40,000,000 to be set aside to help finance agricultural exports. Third, to go ahead with already authorized public works, $500,000,000 would be raised by a bond issue. This last, by the way, would in part take the place of appropriations already made by Congress, and would thus slightly diminish the tax burden.

And then the President again came to bat with a relief program inspired apparently both by the Democratic plan and by various demands for a big public-works bond issue. This Hoover relief program is summed up by the Baltimore *Sun:*

"1. Quick, honest balancing of Federal budget through drastic reduction of less necessary expenses and minimum increase in taxes.

"2. No further issues of Treasury securities, which he called the keystone of national and international confidence.

"3. Continuation of the present help being given by the Reconstruction Finance Corporation to financial institutions and the railroads.

"4. Expansion of credit by Federal Reserve banks.

"5. Organized translation of these credits into actualities for business and public bodies.

"6. Unceasing effort at sound strengthening of the foundations of agriculture.

"7. Continuation of public works that do not put a strain on taxpayers nor necessitate governmental borrowing.

"8. Continuation of national, community, and individual efforts in relieving distress.

"9. Introduction of five-day week for all Federal employees.

"10. Passage of the home-loan discount bank bill.

"11. Loans for relieving distress through Reconstruction Finance Corporation to States with depleted resources.

"12. Doubling borrowing power of Reconstruction Finance Corporation to give organized aid to 'income-producing works' of both public and private character."

THE President outlined his program in a letter to the American Society of Civil Engineers, who are on record in favor of further expansion of public works. Mr. Hoover insists that the Government should borrow money only for "income-producing works," that is, projects which "charge for their service and whose earning capacity provides a return upon the investment." He would include similar projects undertaken by private capital. He feels that eventually bonds can be disposed of to the investing public and the R F C can drop out of the picture.

While the President has long advocated "the speeding up of public works in time of depression," he thinks that we already have on hand or under construction all the public works we really need for a long time to come. To do more would be to build beyond necessities, and "we can not thus squander ourselves into prosperity." There are also financial difficulties, and the further fact that such additional public works as could reasonably be undertaken would employ comparatively few men, and those only for a short time.

But the President was not allowed to have the last word. While Senator Barbour of New Jersey introduced a measure to enable the R F C to finance "self-liquidating projects of a national character" along the Hoover lines, Senator Cutting of New Mexico came forward with a bill calling for a $5,000,000,000 bond issue—of which $3,000,000,000 would go for highways—

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and attacking the President's program as "a wavering policy which left the country facing the alternatives of starvation or revolt." In the opinion of the Senator from New Mexico:

"A public-works program inaugurated by the Federal Government at this time and continued with the energy and boldness of war times would check the depression and start us on the upward course. Nothing else will do it, and the time is short in which to make the effort."

WHEN Alfred E. Smith—who is on record in favor of a public works program—was asked to comment on President Hoover's statement, he declared himself "in entire sympathy" with a large part of the President's program. However, he continued—

"I do not agree with him at all as to the distinction between productive and non-productive public works, nor as to the distinction between loaning the credit of the National Government through the Reconstruction Finance Corporation or any other agency and the issuance of public works bonds."

The problem of finding jobs for millions, he insists, "transcends all technicalities, all hair-splitting, and all fine-spun theories of financing." But Mr. Smith concludes with the declaration that he can see no reason for quarreling with the President on this subject at this time:

"Why not give him sufficient latitude to progress public works, both revenue producing and non-revenue producing, Federal, State and local, and also semipublic works?"

No one can forecast just what kind of relief measure will come out of this mix-up, writes Donald Ramsey in *Labor* (Washington, D. C.). However, he declares, "for the first time since the depression began every one seems to be agreed that action is necessary, and that represents a tremendous advance."

Certainly there is "political dynamite" in the situation, declares the New York *Journal of Commerce*. There is going to be "a soul-searing struggle" before they are through with this question of relief, writes Frank R. Kent in the Baltimore *Sun*.

And yet, while the proposals of Senator Robinson, Speaker Garner, ex-Governor Smith, and President Hoover differ sharply in some respects, "all four plans have certain points in common," concludes the New York *Times:*

"Each starts from the premise that Federal credit can properly be used in larger measure to stimulate business activity.

"Each reflects a belief that Federal aid to local governments in the matter of relief may be necessary later in the year.

"Each contemplates, at least theoretically, a balanced budget.

"Each would require in the immediate future large additional borrowing by the Government, through the sale of Treasury bonds or of debentures issued by the Finance Corporation."

THAT some sort of compromise relief plan will be worked out seems a matter for rejoicing to papers all over the country, including such diverse representatives of public opinion as the Boston *Christian Science Monitor*, Newark *News*, New York *World-Telegram*, Philadelphia *Record*, Norfolk *Virginian-Pilot*, Cleveland *Plain Dealer*, St. Louis *Star*, Chicago *Daily News*, Omaha *World-Herald*, and Houston *Chronicle*.

The people of the United States who will benefit by the plan finally adopted "do not care whether it's a Republican, Democratic, or a non-partizan plan," says the New York *Daily Mirror*. "The main thing is first to bring back the old full dinner-pail, and then to squabble over politics."

Walter Lippmann argues in the New York *Herald Tribune* that the risks of what he calls the Robinson-Hoover scheme are comparatively small, while "the risks of not doing anything, of sitting and letting the vicious spiral of deflation spin, are very great."

Finally, it should be noted that there is a vast deal of editorial discussion on the advisability of a huge public-works program, in which conservative papers either hold with President Hoover or feel that even he is going too far, while more radical dailies take the same view that Senator Cutting does.

# Good News for the Oil States

"A MOMENTOUS DEVELOPMENT for the oil industry."

Thus *The Wall Street Journal* views the recent unanimous decision of the United States Supreme Court upholding the Oklahoma oil proration law, under which the State regulates production of petroleum.

For it means, this paper adds, that "the trend toward conservation and stability will unquestionably receive a new impetus."

It should improve business spirit in all the oil States, other observers assert.

"Based as it is upon broad grounds," writes Dean Dinwoodey of the Consolidated Press Association, "it may well later be applied to uphold conservation by a State of natural resources and raw materials other than oil and gas, to avoid the evils of overproduction."

Recalling the exciting days when Oklahoma's Governor, William H. (Alfalfa Bill) Murray called out the militia to enforce the proration law, some editors point to the Court's decision as a vindication of the Governor's policy, altho the use of the National Guard, we read, was not involved in the case decided.

The suit was brought by the Champlin Refining Company to test the Oklahoma oil conservation law under which proration of crude oil production on the basis of market demand has been applied by a State commission. As *The Wall Street Journal* tells us:

"The Champlin case came up in June last year, when efforts were being made in the Southwest to arrest the overproduction of crude oil at that time which resulted in the lowest prices on record. Governor Murray issued his martial law shutdown order for Oklahoma oil fields in August.

"While military activities were not involved in the Champlin case, the validity of the Oklahoma law was considered a key question affecting the whole effort of proration of oil production. In upholding the law, the lower court said:

"'It is asserted by counsel for plaintiff that the statute and the orders have for their purpose an interference with the law of supply and demand, by decreasing the normal supply of oil and gas and thereby raising the price, and that they are price fixing in character.

"'It may be that the restriction on production imposed by the statute will prevent a supply in excess of the market demands and thus indirectly tend to sustain the price of oil and gas. But such is not the main purpose of the statute, and the fact that it may have an indirect effect on prices does not, in our opinion, render it invalid.'"

"OIL prosperity is assured" by this decision, declares the Tulsa *Tribune*, in the State whose law was tested. And it adds:

"This is all the assurance needed that there will be no Federal interference in attempts by the oil States to so control oil production that they will not be robbed of their oil resources either through physical waste or by cutthroat price competition among producers racing to get the cream of flush production.

"It should add to the self-confidence already developed within the oil industry by orderly production under State control and by price-restoration as a result of the improving statistical condition. It should improve the spirit of all business in the oil States."

The decision, agrees *The Daily Oklahoman*, "is of vital importance to this State." It should "prove an important factor," says the Baltimore *Sun*, "in stabilizing the oil industry and in conservation of an indispensable natural resource."

Speaking a good word for the State's Executive, the New Orleans *States* says:

"Governor Murray is charged with always seeking the spotlight and of extreme radicalism. The fact that he has been so completely vindicated in his sensational course by the nation's supreme tribunal is an indication that he knows considerable of the powers an executive may exercise under the Constitution."

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# "The Locust Swarm of Lobbyists"

"CONGRESS, Congress, don't tax me,
Tax that fellow behind the tree."

That, we are told, is the song of the Washington lobbyists. And so loud and so persistently did they sing it that an exasperated President finally flung a weighty statement at them.

Calling them "the locust swarm of lobbyists, who haunt the halls of Congress seeking selfish privilege for special groups and sections of the country," the President accused them of delaying needed legislation by "misleading members as to the real views of the people by showers of propaganda."

This "carries a vivid picture to taxpayers throughout the nation," says *The Ohio State Journal*, in a typical editorial:

"That Washington is overrun, honeycombed, and undermined by lobbyists is, of course, not news.

"It has always been thus. Congressmen are wined, dined, pulled, buttonholed, tugged, pushed, cajoled, threatened, and harassed by the multifarious selfish and mercenary groups, until they don't know their own minds.

"Lobbying is not a modern development, altho the technique has been improved with years. It is as old as government itself.

"When it becomes glaringly offensive and obstructive to good government, however, it is time for a rigorous house-cleaning. It is to be hoped the President will not cease in his well-doing, but will continue to attack flagrant evils which are inimical to the interests of sound government."

The Voice of the People
—Gale in the Los Angeles "Times."

"PRESIDENTS and Congresses come and go," writes Harold Brayman, Washington correspondent of the New York *Evening Post*, who also records the jingle at the beginning of this article, "but the lobbyists always remain, banqueting, cajoling, persuading, or threatening as best serves their purpose. They have been more active during the present session of Congress than at any recent time, except during the tariff fight in 1930." Next to the tax bill, Mr. Brayman adds, their chief activity has been to prevent a substantial reduction in government expenditures. Giving us a glimpse of the vast lobbying machine working behind the scenes, he says—

"These lobbyists who stirred up the Presidential wrath consist of four distinct classes, as unlike in their activities and methods as they are in their purposes.

"Most outstanding of them all are the big nationally known lobbies, maintaining extensive offices, supported by wide-spread public contributions, making no secret of their purposes, having fixt and definite aims concerning important public issues, and created with lobbying as their chief purpose.

"Every one will immediately place in this group the lobbies on both sides of Prohibition, the veterans' organization, the farm organizations, the labor lobby and the business lobby generally, without reference to specific industries, which is represented by the United States Chamber of Commerce.

"There are numerous others in the same category, but not so steadily in the spotlight.

"The number of these is small, however, compared to the second category which consists of industries and organizations maintaining permanent offices in Washington devoted chiefly to other purposes, but occasionally lobbying with Congress or the departments when legislation or departmental regulations come along which affect their interest.

"There are seven columns of associations, leagues, and similar organizations in the classified section of the Washington telephone directory, most of which belong to this group of potential or actual lobbyists."

AFTER mentioning a number of organizations that fall within this second category, Mr. Brayman tells us that the third classification "consists of groups of executives which pour into Washington for a brief period to accomplish special purposes." Then—

"The fourth group consists of the lawyers and publicity men who make a profession of lobbying and propaganda work, and take any contract they can get.

"There are approximately 2,100 lawyers in this city of 450,000, and large numbers of them seldom argue a case in court. Most of the cases that come to them involve about as much lobbying as they do legal work.

"The lobbying is more often with the departments than with Congress, and a great part of it is done for exorbitant fees, considering how simple some of the things are to accomplish, when one knows how."

WHILE in the large lobbies "there may be one or two big salaries at the top, $15,000, $20,000 or $25,000," it is the fourth group who "really make a lot of money out of lobbying." In the Senate investigation a couple of years ago, one man testified that he was receiving about $150,000 a year from all his lobbying contracts.

"Most of the more prominent permanent lobbies," Mr. Brayman tells us, "do not fear investigation."

At this session "the number of legislative panhandlers about the Capitol has been unusually large," says the Washington *Post*, "and their work has been especially obnoxious."

Of course, "the lobby can always plead the right of petition," the New York *Times* reminds us, "and so long as it works in the open and refrains from the grosser forms of bribery and corruption, it is apparently safe from legislative interference."

Mr. Hoover does not escape criticism in this connection. "The gospel truth is," writes Claude G. Bowers in the New York *Evening Journal*, "that the President is not aiming his shafts at lobbyists—but at *certain* lobbyists." And the Washington *News* says that the President's statement—

"Should be kept on every desk in Washington, where it can be read daily by every Senator and Congressman, by every Cabinet officer and bureau chief, and by the President himself. Each of them has given in at one time or another to this lobby or that."

Typical of most of the comment on the President's statement is that of the Brooklyn *Daily Eagle:*

"President Hoover performs a real service to Congress and the public by using the big stick against these hampering forces."

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# TOPICS IN BRIEF

THE farmer's biggest turnover is his spring plowing.—*Syracuse Post-Standard.*

THE proper time to do something for the Forgotten Man will be Father's Day.—*Detroit News.*

SPEAKING of paradoxes, there are the banks that stay solid by keeping liquid.—*American Lumberman (Chicago).*

IT was at Lausanne Gibbon wrote "The Decline and Fall of the Roman Empire." What will the diplomats write at Lausanne this time?—*Louisville Herald-Post.*

SHORT sales is the cause of a lot of trouble outside Wall Street.—*Brunswick (Ga.) Pilot.*

FAMOUS jockey says a horse indicates his displeasure by snorting. In other words, his nose noes.—*Atlanta Constitution.*

WE know why there are so many pins in a shirt when the laundry returns it. They are put there to keep the shirt from falling apart.—*Life.*

IF there ever was an answer to a crying need, we'd say it was that tearless onion some one has developed down in Texas.—*Boston Herald.*

A CONSERVATIVE estimate is that the mud slung during a political campaign gathered together makes a number of mountains out of mole hills.—*Life.*

"WHAT words can describe the cheery fellow who still smiles when everything around him is going wrong?" asks a lecturer. Golf caddie.—*The Humorist (London).*

LEAVE to the scientist the new microscopes which magnify everything to 6,000 times its size. Don't get one of these gadgets to look at your troubles with.—*Boston Herald.*

WE'RE fed up on reading about so many national questions. What we want now is some of the answers.—*Atlanta Constitution.*

THE hard job of Big Men is to straighten out the mess without surrendering any of their advantages.—*Shreveport Journal.*

IF shoes and stockings have a few holes, that's poverty. If they are mostly holes, that's style.—*Hagerstown (Md.) Herald.*

ANYHOW, the Democrats can not be accused of being sheep. It is hard to get two-thirds of them to follow anybody.—*Wichita Eagle.*

THE new law exempts from taxation yachts costing less than $15,000. Who says Congress isn't looking out for the poor man's interests?—*Judge.*

THE Union of South Africa is reported face to face with a crisis in unemployment. Word is awaited only from Tierra del Fuego before declaring it unanimous.—*Detroit News.*

WE read of a recent celebration in Spain "observed with simple honors." The ace, jack and ten, of course; the king and queen no longer being available.—*Arkansas Gazette.*

PERHAPS Mr. Roosevelt might make a hit with the feminine voters if he'd advocate something to alleviate the condition of the forgotten woman, too, now that the golf season has started.—*Boston Herald.*

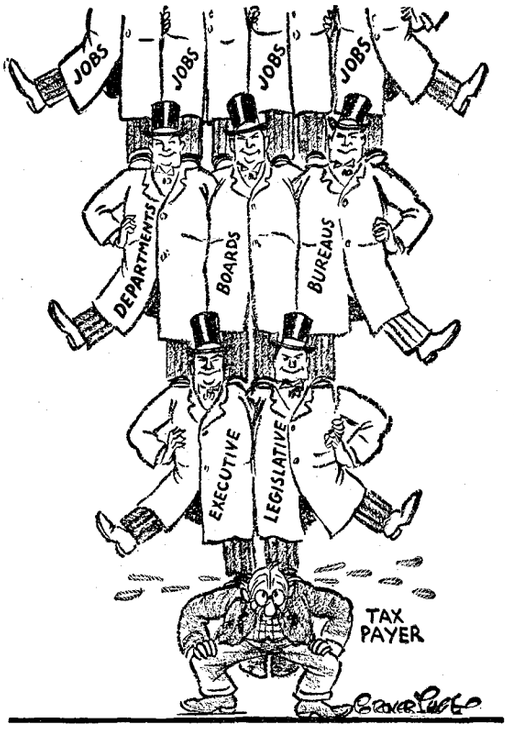
THE Government will issue a special quarter to celebrate the Washington bicentennial. Who would have ever thought that this country would reach the point where it could celebrate anything with a quarter?—*Atlanta Constitution.*

THE greatest deflation so far is in the stature of "big men."—*Publishers Syndicate.*

ALIMONY is another war debt a lot of ex-husbands would like to see canceled.—*Florence (Ala.) Herald.*

SOLOMON must have been listening to a popular song when he said there's nothing new under the sun.—*Louisville Times.*

IT doesn't work out in arithmetic, but if A builds its Navy up to the strength of B's, B must immediately build six or eight ships to bring it up to A's.—*Detroit News.*




Pyramiding

—Page in the Louisville "Courier-Journal."

"HOOVER favors vacations without pay." Come on, Democrats, let's give him one!—*Atlanta Constitution.*

WE always get our early morning exercise from the radio. Somebody turns it on and we have to get up and turn it off.—*Judge.*

THE 100th anniversary of the making of the first lawn-mower was celebrated a few days ago. Many happy returns!—*Detroit News.*

AN official of the Anti-Saloon League says that Prohibition is suffering from growing-pains. In the joints?—*Atlanta Constitution.*

IF President Hutchins's University of Chicago plan to teach with talkies goes through there'll be a double reason for referring to a sound education.—*Louisville Times.*

THERE are a lot of Kansas politicians who wouldn't subscribe to the doctrine of Prohibition if they didn't also subscribe to THE LITERARY DIGEST.—*Weld County (Colo.) News.*

PRESIDENT HOOVER reports that there is still a lot of optimism in the country. But most of it is being felt by pessimists who believe their predictions are coming true.—*San Diego Union.*

A SCIENTIST says a mosquito can fly fourteen hours without alighting. But it seldom does.—*Florence Herald.*

COPS Battle Communists—Head-line. What can you expect when you wave a red flag at a bull?—*Syracuse Post-Standard.*

NOW come the days when the world makes a beaten path to the door of the neighbor who owns a better lawn-mower.—*Arkansas Gazette.*

FORD'S plan for factory hands to grow garden truck savors of unfair competition. Truck gardeners can not grow Ford plants.—*Weston (Ore.) Leader.*

YOU might be puzzled as to how those Tammany boys get all their money, but if you follow the testimony carefully, you see at once it's just a gift.—*Boston Herald.*

WHEN the key is hung outside a door in Sweden, says a travel writer, it is a sign the family is out. If ever attempted in this country it would be the same.—*Detroit News.*

A PROPOSED 10 per cent. tax on electricity used in the home has been reduced to 7 per cent. This is what is known in Washington as saving the taxpayer money.—*Life.*

A FRENCH journalist, commenting on the industrial situation, says the United States is now in the "healing stage." We hope that this means that there will be no more cuts.—*Boston Herald.*

MODERN giants of industry and finance will join the Federal Reserve in showing up what pikers the ancient alchemists were by transmuting $300,000,000 of idle reserves into $3,000,000,000 of credit.—*Washington Post.*

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# Where the Great Left Victory Leaves France

THE MOST SWEEPING SWING of the pendulum that has taken place since the ending of the war gives the parties of the Left in the recent French general election a position even stronger than they enjoyed after the election of 1924.

The Radical Socialist and the Socialist party gains outran all anticipation.

This is welcomed by some English editors, who hope with the London *Daily Telegraph* for "a change of temper in France's foreign policy, a readiness for more conciliatory methods."

Of the two outstanding figures on the Left side of the Chamber

The French View

"First and last security!"
—"La Victoire" (Paris).

of Deputies, Edouard Herriot, leader of the Radical Socialists, is much more familiar than Léon Blum, commander of the Socialists. Herriot is described as a man of "the strenuous life," a man of enormous physical strength, enormous energy, enormous power for work. But, as W. N. Ewer points out in the Laborite London *Daily Herald*, while his sturdy, heavy figure, his slovenly tweed clothes, and his constant pipe give something of the man's real quality, they are a bit deceptive.

You would hardly spot him as a professor of literature, yet Mr. Ewer tells us he is a professor, and that his "Life of Madame Recamier" is a modern French classic. He is also a hard-headed business man, and this contributor to *The Daily Herald* recalls:

"The young scholar, son of a penniless officer and of a domestic servant in the household of the famous Royalist novelist, Maurice Barrès, Herriot made his own way through school and college, and secured a teaching post in Lyons.

"But teaching did not satisfy his energy or his ambition.

"At twenty he went into municipal politics. At thirty-three he was elected Mayor of Lyons—the third city of France. He has been Mayor of Lyons ever since!

"In managing the affairs of a great city, he revealed his splendid administrative powers."

Of Mr. Léon Blum, leader of the Socialists, who, it is predicted, will be a Minister in the possible combination of a Left Ministry, we read in the London *Evening Standard* that he has long been one of the joys of the parliamentary caricaturists in France. This contributor to *The Standard* tells us further:

"His long, sinuous, lean figure, always immaculately drest in black, his black Maxtonian locks, his wide-brimmed black hat, his pale, spectacled face, his drooping mustache, his long, white hands, his long, narrow feet—few politicians have presented to the caricaturists so many fascinating angles of approach.

"Before he came under the influence of that great Socialist orator, Jaurès, Mr. Blum was one of the most elegant of the literary *dilettanti* of Paris. Like the late A. B. Walkley, he was not only a Civil Servant, but a leading dramatic critic.

"He frequented all the fashionable salons, and was listened to admiringly by the literary hostesses of Paris.

"Mr. Blum's career has strikingly changed since those halcyon days. His salons are now the smoke-filled cafés and noisy congress halls in which his fellow Socialists congregate. He has abandoned Marcel Proust for Karl Marx."

Paris press cables tell of the daily insistence of the Socialist press on the nationalization of the arms industry of France and a reduction in appropriations for the Army, Navy, and Air Force as essential moves toward the abolition of war and to balance the budget.

Other conditions of the Socialists' program regarding participation in the next Cabinet, say Associated Press cables, include unemployment insurance and control of banks.

What France's foreign policy will be, it seems, depends upon the outcome of the Socialist Party Congress and of the Radical Socialist Party Congress, when the Socialists will name the price Herriot must pay for the support of a Left Cartel. If developments permit the collaboration of the Socialists and Radical Socialists, says Ralph Heinzen in a United Press cable, "it will certainly be the prelude to some reduction in the French military establishment." But if Herriot seeks a Liberal Cabinet without the Socialists, this informant adds, observers believe there will be no change in the French disarmament position.

Among editorials from the French press cabled to The Literary Digest, we find a note of cynicism in the Socialist party organ *Le Populaire:*

"The Radical chiefs, from Painlevé to Herriot, are as Nationalist on matters of disarmament as Poincaré and Tardieu.

"We await with amused curiosity Herriot's departure for Geneva, where many foolishly believe he intends to demand a general disarming, or to agree to cut France's next military budget by several milliards."

In another Paris cable to The Literary Digest, we find the Nationalist *Victoire* quoting Mr. Herriot as follows:

"Many pretend that I intend economizing on the national defense. Naturally we will eliminate waste such as the building of useless Army barracks, but otherwise I shall not touch the security of my country.

"On the contrary, I would like to perfect and modernize our defense until durable international guaranties reward those who are working undiscouraged for real peace."

The comment of *La Victoire* on this Herriot statement is to ask: "Could Poincaré have said it as well?" And this Nationalist daily goes on:

"Herriot talks like Poincaré on the question of the security of France. The greatest points of discord preventing collaboration between the Socialists and the Radical Socialists are the treaty rights of France and the country's security. To Herriot security remains the outstanding necessity."

As further evidence of Herriot's firm stand on disarmament,



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the Independent *Excelsior* points out that he is the real forefather of Tardieu's scheme for endowing the League with a police force of arms, and it reminds us:

"The French project for organization of peace by reenforcement of existing treaties and putting an international armed force at the disposition of the League of Nations actually was inspired by the general lines of the Geneva protocol of 1924, which was Herriot's work.

"The project met the resistance of all the great Powers at the disarmament conference, the delegations maneuvering with amazing solidarity to bring the debate onto the purely technical grounds of suppressing or heavily reducing certain armaments, and excluding all political considerations of relative security."

In an editorial from the Conservative *Figaro* to THE LITERARY DIGEST, it is declared that:

"Herriot's meeting with Tardieu and Lebrun at the Elysée on May 24, at which he learned France's political condition, opened the Radical chief's eyes to the dangers of France's security.

"The Disarmament Conference is engaged along paths which at least we can say leave little hope for a French project for the organization of peace. The Powers have sealed the opposition bloc which is fighting against the plan to reenforce the League of Nations by creating an international force and putting offensive arms at the disposition of Geneva.

"Otherwise the United States, Italy, England, Soviet Russia, and Turkey do not hide their sympathy for Germany's claims to equality of rights in matters of national defense."

## Hunger Behind Indian Bombs

HUNGER IMPELS THE HAND of the Hindu who fires a bullet or flings a bomb at an agent of the Government of India.

Not because they would wrest authority from the British, Indian newspapers in some sections claim, but because the young people of the country see no hope of getting a living and, in a kind of maniacal desperation, resort to political murder.

This is the new diagnosis of political assassination, political hold-ups, and the open flouting of British authority resulting in collision with the police and the military in India. Graduates from schools and colleges drift from unemployment to anarchy, and Indian editors remind us that Britain's great proconsul, Sir Stanley Jackson, sounded a warning against this condition immediately upon laying down the reins of the governorship of Bengal.

These disturbances, incidentally, are not to be confused with the Hindu-Moslem communal feudism which breaks out every so often.

The "Indian Contributor" to the Calcutta *Statesman* says he agrees with Sir Stanley Jackson. This "Indian Contributor" is reported to be Babu Bepin Chandra Pal, who at one time was in the forefront of the Indian National Congress movement, and suffered imprisonment for the Indian cause.

In *The Statesman* he affirms:

"Poverty caused mostly by unemployment is mainly responsible for the creation of criminal propensities in the minds of the young men of a race which has always shown regard for law and order.

"Imprisonment and detention are not new things in Bengal, and repressive measures of various kinds have been in force at various times during the last twenty-five years, but they have not succeeded in bringing peace to the country.

"A vast number of people think and preach that the only way to remove the unrest and check the anarchical activities of the younger section of the people is to give political freedom to the country.

"A change in the administration will surely give satisfaction to a certain section of the people but it will never be considered worth having till ways and means are discovered for supplying *dal* and *bhat* (the Indian equivalent of bread and butter) to the hungry millions.

"The cry is not so much for power in the administration as it is for bread."

THE desperateness of the situation in which these young Indians find themselves, according to the "Indian Contributor," leads them to adopt the slogan: "If I can not live, I will not let others live." This spirit, he tells us, is responsible for the innumerable *dacoities* (hold-ups) taking place all over the country, and he adds:

"The shooting of a high British official or an English business man may be considered the result of patriotic spirit or racial hatred, but what about the murder of Indians by Indians when *dacoities* are committed?

"Can the stabbing of a postal peon (letter-carrier) by a young man of his own race for the sake of snatching away a few rupees be attributed to patriotic spirit of any kind?

A German Jab at France

French Arms Manufacturer: "Business gets better every time our statesmen cry 'Security'!" —"Kladderadatsch" (Berlin).

"Whatever stories may be circulated by the correspondents of the newspapers in England regarding the danger of the lives of the Englishmen living in Bengal, is it not a fact that the average Englishman is not in even one-tenth of such danger as is threatening the life of the average Bengali living in villages and believed to have some cash in his house?

"The real fact is that hungry men are roaming all over the country in search of money to buy food and they are not sparing any one whom they can conveniently handle. No political concession will satisfy these men, and the chaotic condition of the country will not be removed till the bread problem is solved."

THE editor of *The Statesman*—a Briton—reenforces reflections of this nature. Yet he thinks that the solution of the Indian economic problem will not be easy, and he remarks:

"The real difficulty in India is that the improvement in the market for commodities will not solve the problem of finding employment for its ever increasing millions.

"The land can not give employment for all these new hands, and their labor must be absorbed in other directions. How this can be done we believe to be the most grave problem that India has to face, and it is one that the best brains in India will have to solve themselves.

"Without some effective answer to the conundrum, India will have neither the peace nor the resources that can make self-government a working solution of the present troubles in the country."

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# Saito—Japan's Premier of Poise

VISCOUNT SAITO IS "NEVER ANGRY, yet always makes himself obeyed."

This is part of the description given by his adopted son in speaking of Admiral Viscount Makoto Saito, Japan's new seventy-three-year-old Premier, who succeeds the assassinated seventy-seven-year-old Premier Inukai.

Wide World photograph

**Poise and Dignity**

Are said to be the striking characteristics of Japan's new Premier, Admiral Viscount Saito, who is "never angry, yet always makes himself obeyed."

The Liberal former Governor of Korea and a delegate to the Geneva Naval Conference in 1927, Premier Saito is said by those who know him to be chiefly noted for his dignity and poise of character. Of strong, stoutish build, we are told, Premier Saito has perhaps somewhat fairer skin than the average Japanese, and brown eyes somewhat lighter in tone, with white hair that has thinned in the advance of years. But the poise and dignity of the man is the great impression that seems to remain with those who have met him.

Such is the statesman designated by the Emperor Hirohito, to the complete surprize of the country, to take the helm of Japan's Ship of State in the rising tide of so-called Japanese Fascism.

By choosing Admiral Saito on the recommendation of Prince Kimmochi Saionji, last of the Genro, or Elder Statesmen, Tokyo press dispatches tell us, the Emperor averted, for the second time within three months, the advent of a Fascist government demanded by the younger military element who were responsible for the assassination of Premier Inukai. In a copyrighted cable from Tokyo to the New York *Herald Tribune*, Wilfrid Fleisher informs us:

"Admiral Saito is a Liberal, of the type strongly in disfavor during the last few weeks. That the authorities are fearful of the reaction of the Nationalist group was indicated to-day by the stationing of police squads at the principal points of the city, where temporary shelters have been erected.

"The new Premier is expected, however, to have the cooperation of the military chiefs, as it is doubtful if Prince Saionji would have reached a decision not approved by the senior Army and Navy leaders, without whose support it would be impossible to constitute a Cabinet. The Army authorities announced last week that unless a super-party government were formed they would refuse to appoint a War Minister.

"Admiral Saito's name was submitted as a compromise between Baron Kiichiro Hiranuma, Vice-President of the Privy Council and head of the reactionary Kokuhonsha Society, and Kisaburo Suzuki, Home Secretary and head of the Seiyukai (Government) party, who have been the leading candidates for the Premiership."

AMONG editorials from the Tokyo press, cabled to THE LITERARY DIGEST, we find the independent and influential Tokyo *Nichi-Nichi*, sister newspaper of the Osaka *Mainichi*, saying of the Saito appointment:

"The public regards a non-partizan Ministry as inevitable, owing to the present exceptional national circumstances, and hopes it will be competent to tide over our difficulties both at home and abroad.

"Admiral Saito properly is making an effort to support the political parties, and the people are waiting anxiously to see whether the Minseito and the Seiyukai will give their support, recognizing the inevitability of temporary suspension of the party system.

"While supporting the Government, the parties are not necessarily bound to approve its entire administrative program, and should reserve the right of criticism whenever necessary."

THAT the path which lies before Admiral Saito is not an easy one seems the opinion of the popular daily *Yomiuri*, which remarks:

"Altho nothing definite is known regarding Admiral Saito's financial and economic policies, his Liberal record declared in respect to the party system is inspiring confidence in the nation's economic future and stabilizing the popular mind.

"It is undeniable that the existing political unrest arises from economic instability. The increasing distress of the middle and lower classes was not relieved by abandonment of the gold standard, and this is the basic cause of the popular antipathy toward politicians.

"The new Ministry first must establish and pursue a really definite national policy regarding Manchuria, and secondly it must tighten domestic social discipline."

Some doubt seems to cloud the editorial mind of the Tokyo *Miyako*, which expresses anxiety "whether Admiral Saito really will be able to form a Cabinet that can be regarded as national in fact as well as in name."

In general, however, it appears from Tokyo dispatches that the Japanese feel Prince Saionji, the Elder Statesman, acted wisely in recommending an independent such as Admiral Saito for Premier, because the public's confidence in parties is lost. The Tokyo *Asahi* declares that the new Cabinet will be "the last touchstone for party government, altho in name it is a non-party government, because, in the event that the new Cabinet fails to satisfy public opinion, a considerable impetus will be given to the movement to scrap the party-government system."

ADMIRAL SAITO'S record, the press inform us, is that of an acknowledged Liberal, and as such he has consistently endeavored to assist his country in the fight against reactionary forces. His appointment to the Japanese delegation at the Geneva Naval Conference in 1927, we read in the New York *Times*, caused a distinct surprize, but it was not opposed. He was prevailed upon to accept only after considerable discussion, just as he hesitated to leave his work as Governor-General of Korea in 1928 because of ill health. He had administered Korea for seven years and in the *Times* account we read further:

"Altho he had been schooled in the traditions of the Navy, the work of Viscount Saito in Korea was one of demilitarization. He was appointed Governor-General in 1919 soon after the outbreaks which resulted in the loss of so many Japanese and Korean lives and, at one time, threatened to break Japan's grip on Korea.

"He was instructed to substitute a civilian administration for the military control which had proved so distasteful to the Koreans, and in this he was eminently successful.

"Despite his age, Viscount Saito is alert and vigorous. He speaks English almost as well as he does Japanese.

"He prides himself on being a 'civilian,' almost never appears in uniform, and surrounds himself with as little pomp as circumstances will permit.

"His early years in Korea were spent amid constant dangers. Several attempts on his life were made by Korean patriots after his appointment, and the Japanese authorities insisted on surrounding him with guards.

"But as soon as he could, he ordered their removal. In 1926, at the time of the funeral of Prince Yi, the 'last Emperor of Korea,' he was told that his life was again in danger.

"But he insisted upon going about unguarded, saying: 'The Koreans know that I am one of the best friends they ever had, and they will not harm me.'"

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# Folger's Dream Realized

THIS IS THE BANNER YEAR for Shakespeare.

While England was dedicating the new Memorial Theater at Stratford-on-Avon, in April, Washington inaugurated the Folger Shakespeare Library.

Philadelphia, also, paid its tribute in opening the doors of the library bequeathed by the Shakespearian scholar, Horace Howard Furness.

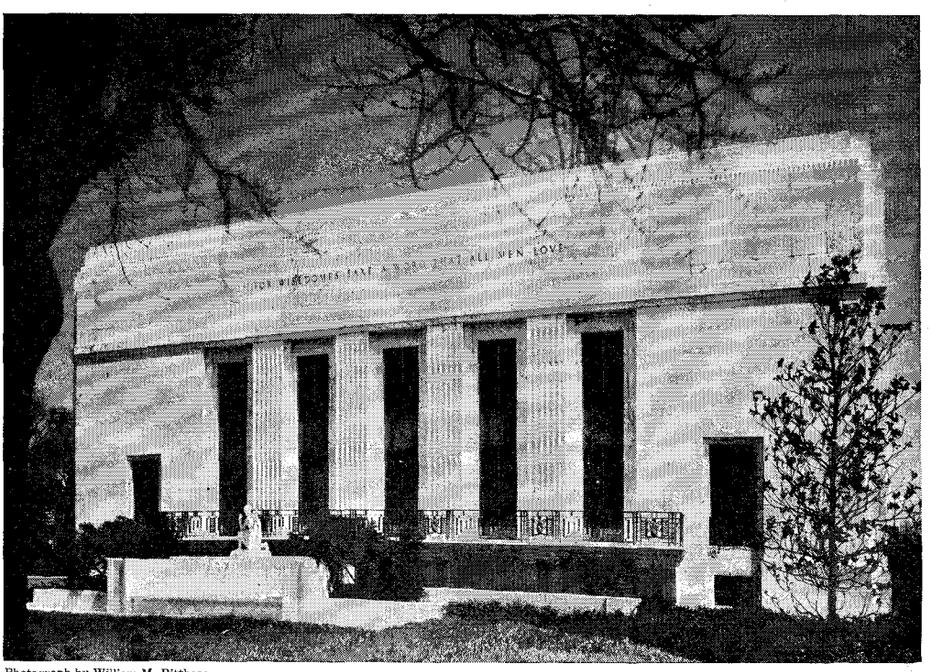
Americans are fortunate in the afterthought of the late Henry Clay Folger.

"I did think of placing the Shakespeare Library at Stratford, near the bones of the great man himself, but I finally concluded I would give it to Washington; for I am an American."

Much has been written about the lifelong devotion of this figure in American business life to the Bard of Avon.

He was a reticent personality, known to few intimately, and "hidden under the routine of his existence there was a generous and romantic idealism centering, somewhat curiously, perhaps, about the name, the life, and the work of William Shakespeare." So writes James Waldo Fawcett in the Washington *Post*.

THE culmination of this lifetime devotion to collecting a vast library on Shakespeare is "the newest, and, in many ways, fairest gem in the crown of beauty that dowers Capitol Hill." Continuing with Ada Rainey, art critic of the Washington *Post*, we inspect the new library:



Photograph by William M. Ritthase

Puck Leading On

Behind the statue of "Puck" is the fine Shakespearian library founded and endowed at Washington by Mr. and Mrs. Henry Clay Folger.

"The building has been designed by Paul P. Cret and Alexander B. Trowbridge. The architects have dared to escape from the formularized buildings that are spreading themselves over the city, and yet have created something that is in harmony with the spirit of the National Capital.

"No formal style has been followed, but the straight lines of suggested columns sunk into the façade and accentuated with metal grillwork make an impressive entrance to the library.

"The impish figure of *Puck* by Brenda Putnam, daughter of the Librarian of Congress, with the inscription, 'What Fools These Mortals Be,' strikes the note of fun and joy which runs through the plays of Shakespeare.

"This and the figures of the front of the building by John Gregory are the only sculpture of the building, with the exception of certain stylized masks and animal figures decorating the entrances. But they are sufficient, and they speak of the humanity of the plays. Gregory's figures depict scenes from nine of the chief plays, depict them brilliantly.

"Within, the note changes from simplicity and directness to the warm mellow beauty of the Elizabethan age, with its golden oaken beams and doorways, and its rich glowing windows of glass peopled with figures from the plays of the dramatist. There are two great high rooms, running parallel to each other, which are of marvelous charm.

"The furnishings of the reading-room are in keeping with the room itself. Long tables with shaded lamps provide ample facilities for the readers who can luxuriate in chairs of the period, with tall backs covered with rich tapestried velour.

"Here are two portraits by Salisbury of Mr. and Mrs. Henry Folger, who gave the library, and who so lovingly collected the books, the paintings, and the other Shakespeariana gathered here. Long shelves of books, two stories high, with a gallery running around half-way up, make the background for the pervading scholarly atmosphere."

HONEST scholarship and an unerring taste in selection have been the inspiration of the collection. Miss Rainey spurs our interest by a mere indication of its varied contents:

"In the exhibition room on the north side are the paintings of Shakespeare, the scenes from his plays, and the great actors that have portrayed his characters during the years from the time when they were first produced to the present.

"Here is the famous Lumley portrait of Shakespeare, a study by Sully of *Lear*, a portrait of Garrick by Reynolds, of Edmund Kean by John Opie, and numerous scenes from the plays done by Turner, Angelica Kaufmann, Benjamin West, and many others.

"In cases there are delightful Chelsea figurines of Shakespeare and his creations and many a fascinating stage property used by famous actors.

"Here also are shown the choice editions of the poet owned by famous men.

"Here is George Washington's personal volume of the plays. Here is Lincoln's Shakespeare, and volumes which belonged to King George III, John Quincy Adams, David Garrick, Walt Whitman, Oliver Wendell Holmes, Hawthorne, Robert Burns, Shelley, Thackeray, Coleridge, Grey, Boswell, Lowell, Stevenson, Lamb, and Eugene Field.

"Of printings of the plays and sonnets, there are thousands. There are over 80,000 volumes in the library, the largest and choicest collection of Shakespeariana in existence.

"Here is the first folio edition of 1623, and many another folio treasured above gold, for they are the records of the thoughts of a master spirit. There are 1,400 copies of 'Hamlet,' 800 of 'Macbeth,' 500 of 'Romeo and Juliet.' The list continues in impressive numbers of first editions, and those thought to be authentic, or as near authentic as any of the editions are.

"There are other precious books and manuscripts, including the diary of John Wood, 1662-81, vicar of the church that



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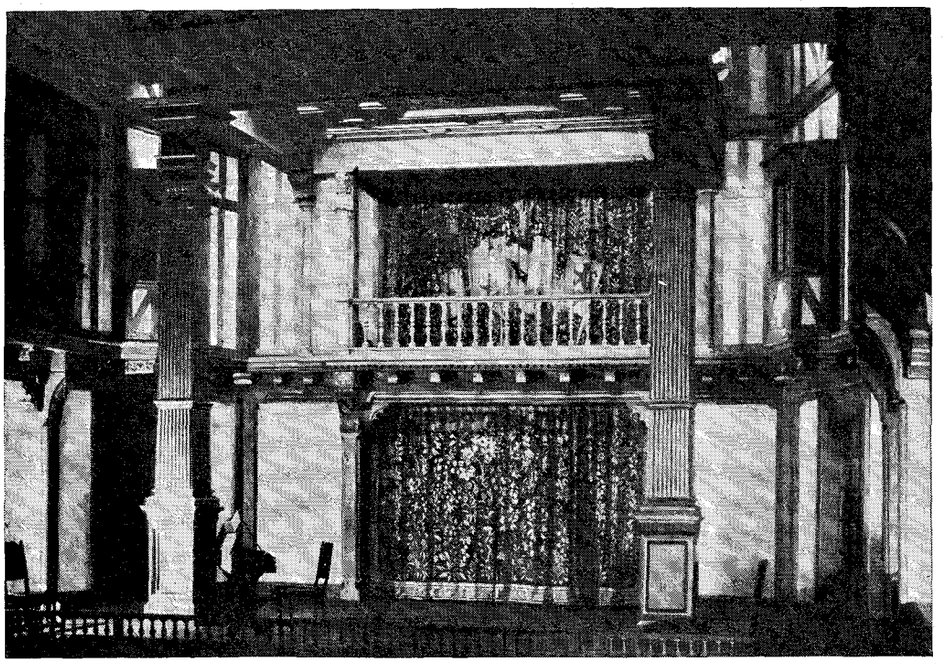
Shakespeare attended, manuscripts of the Jacobean and the Elizabethan times.

"The tiny theater on the east end of the library is a marvel of delight. It is a reconstruction of an Elizabethan playhouse, the courtyard of an inn. Cunningly contrived to stage plays with the old atmosphere but with modern lighting appliances, dressing-rooms, and cleverly decorated curtains for the stage



Photograph by William M. Ritthase

The Stage as Elizabethans Knew It

The upper and lower stage are in evidence and the inner stage is behind the curtain under the balcony, as reproduced in the Folger Library building, Washington.

and balconies, one can imagine oneself back in the poet's own days. Without and within, in spirit and in form, the Folger Shakespeare Library is a great work of art."

Speaking editorially on April 23, *The Post* observes:

"In Stratford-on-Avon to-day the new Shakespeare theater will be dedicated. Americans have contributed liberally to its construction. The two events in Washington and England eloquently emphasize the strength of the tie that binds English-speaking peoples through their mutual recognition of the supremacy of Shakespeare 'in the realms of gold.'

"The Folger collection of Shakespeariana is without parallel here or abroad. Its stores of material will be consulted hereafter by scholars from all parts of the world."

### Shakespearian Tid-Bits

IF one told you that you are quite apt to quote Shakespeare almost any day in the week, it would strike you as unlikely.

The Atlanta *Journal* brings up a list of common sayings, whose source, you might say, was anywhere but in Shakespeare's plays. This paper is of the opinion that he is the most quoted of all poets.

"For instance: *Dead as a doornail, eaten out of house and home, as good luck would have it, mad as a March hare, a snake in the grass, A woman will not tell what she does not know, birds of a feather, Care killed a cat, Cake is dough, Every dog has his day, Fast bind, fast find, Every man to his trade, Familiarity breeds contempt, Good wine neede no bush, Make hay while the sun shines, Past cure, past care, pitchers have ears, poor and proud, sink or swim, speak by the card, the world on wheels, We burn daylight, Woo in haste and wed at leisure, Give the devil his due,* and *What the dickens!*

"Moreover, Shakespeare has been quoted since the groundlings and the gods first delighted in his plays above three hundred years ago, and probably will be quoted as frequently as ever three hundred years hence."

## Must an Artist Have Long Hair?

IT WAS MORE THAN A NINE DAYS' WONDER when Gene Tunney was known to turn to books.

What had a pugilist to do with books, particularly Shakespeare? asked not only fight-fans but intelligentsia.

England, as if in response, has an artist, Edwin John, who has lately appeared as a professional boxer.

Son of the famous painter, Augustus John, R. A., his début as a pugilist caused much lifting of eyebrows, both from "refined" circles and devotees of the prize-ring.

So his brother, Robin John, writes a sort of apologia in the London *Daily Herald*, first asking, What is an artist?

"*1. An artist is a picturesque individual with long hair, a black hat, and flowing tie, eccentric, indolent, lax in his morals, and with a tendency to drift to Paris.*

"*2. An artist is a mincing young man in a green shirt and tight jacket, who is just too precious for words, and so flabby that you could knock him over with a pin.*

"I suppose these are the two commonest ideas about what an artist is like. The artist must be picturesque, or he must be effeminate. If you roll the two ideas into one, you get somewhere near the thing most people associate with the word 'artist.'

"How does the public arrive at these notions? It is quite simple. It just hits on one special type of humanity (which may or may not have any real existence), sticks a label on it, and henceforth makes it stand for a whole class of people or a whole nation.

"To be sure, the long-haired Bohemian of popular fancy is about as representative of artists as a whole as that other stock figure, the grinning, overdrest, gesticulating little man with the pointed beard is representative of Frenchmen.

"But just see how absurdly remote from the reality these ideas are."

So brother Robin sets out to compare the artist of fiction with the real artist as he knows him:

"The true artist is, in most cases, the very reverse of effeminate, and, moreover, he is quite often utterly unpicturesque.

"At my brother's first fight in London, for instance, some of the crowd around my seat exprest quite naive amazement when it was seen that 'the artist bloke' could take a punch just as well as any other trained boxer.

"Also, I was always being asked by curious people such questions as, what my father 'thought about it,' and whether he 'approved of it,' implying, I suppose, that my brother's new rôle could not be regarded as—socially speaking—'quite the thing.'

"Well, there is really nothing so extraordinary and unprecedented about it at all.

"To begin with, painting itself is not the soft and refined kind of job it is popularly supposed to be. Painting does not mean reclining on a divan and dangling a brush at the end of one's finger while waiting for suitable inspiration.

"Painting is a man's job.

"It requires strenuous work and a certain robustness of physique. It is a grubby job.

"You get covered with paint. You have to scrape your palet, and wash your brushes. You have to cart about frames and canvases and paint-boxes and easels.

"This is not the kind of work that appeals to the dandified

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and the weak-kneed. Painters actually tend rather to be strong and virile. It is even no rarity for a great artist to distinguish himself for physical prowess.

"The example that springs to my mind is that of Goya, the Spanish painter, who at one period of his life figured successfully as a bull-fighter. There is a famous living painter in France to-day, Vlaminck, who in his youth was a professional racing cyclist. To cite an instance nearer home, my father was brilliant at football, tho I can not say that he was ever tempted to turn professional!"

HAVING knocked out the "effeminacy" myth, Mr. John turns to the social aspect:

"Does an artist lose caste by taking up vocations usually confined to members of the proletariat?

"The true artist is above caste, so he can not lose it. He belongs to no class. Or rather, he is himself at heart a proletarian. Essentially, an artist is simply a workman, a skilled craftsman, if you like.

"He works with his hands, dabbles in paints and oil and charcoal, and gets very dirty in the process. Why shouldn't he join in the pursuits of his fellow workmen?

"Incidentally, one of the most delightful things about artists as a set of people is that there is no snobbery among them. The question of whether a thing is 'done' or not simply does not arise."

Music Is Emerging

From the feverish "progress" of the past decade, says Georges Barrere, famous flautist.

## Music's Growing-Pains

WHAT IS THE DEPRESSION DOING for music? While opera-houses threaten to close and hundreds of musicians are out of work, it might seem that the condition of music is far from healthy.

But this is not the view of the famous flautist, Georges Barrère, exprest in *The Musical Courier* (New York).

This tall, dark-haired gentleman, transplanted from France, was for years solo flautist with the New York Symphony Orchestra. Since the consolidation of that organization with the Philharmonic, Mr. Barrère has conducted the Little Symphony in concert and broadcasting programs.

Instead of dying, "music is emerging from the feverish 'progress' of the past decade," and we are "on the musical highway at last."

This so-called "progress," according to Mr. Barrère, rested on "a crumbling foundation which was bound to collapse sooner or later because it was founded on the wrong kind of a musical basis."

What was that "basis"?

"Because great crowds flocked to our concert-halls and opera-houses, because our people spent hundreds of millions of dollars on music and musical projects, we believed that we had arrived artistically.

"We took it for granted that mere patronage of important musical personages, of socially significant organizations, was the earmark of an enduring culture.

"Well, we poured out millions to rear this great musical structure in our country when something went wrong in the economic machinery. All at once we discovered that music was considered a luxury—of all things, a luxury.

"We had not truly wedded art to our social consciousness; we had attempted to graft—I speak musically—art onto our national organism. And the grafting process was not thoroughly successful.

"In our mad pursuit for culture we had thought that we could imitate the mass-production operations of our industrial leaders—that we must publicize art into being.

"So we adopted the methods of the mass-productionists. We piled mountains of dollars into the process, and a countless host of magnificent people. We assumed that when we had a million or two persons flocking to musical events and a vast army of eager youngsters studying for the profession of music, we were traveling in the right direction.

"We have mistaken patronage for culture. In our mad race we forgot the true sun of the artistic universe—the individual. We lavished so much attention on the mass that we neglected the most vital unit, the individual."

WITHOUT disparaging the importance of the masses in music, or any art, Mr. Barrère reminds us that there is "a normal conflict between the artist, the individual, and the crowd."

"The vast size of our country, the enormous size of the audience awaiting the artist here, is a challenge to the artist's integrity. He is always tempted to succumb to gain the instant approval of this gigantic body of listeners. Our programs are conceived to win the approval of the crowd, and the pressure to surrender one's individuality to this force is tremendous.

"Our artists, then, in concert, and in this new medium of the radio, are in a way cogs in the machinery of mass-entertainment—mass-production as applied to music. This system exalts the few 'stars' at the cost of the many worthy artists.

"Unless the artist is recognized as a great 'star,' which means that he has been publicized by mass-production methods, he is considered just another musician.

"Such a system was all wrong.

"I use the past tense because I believe we are definitely through with this type of musical exploitation.

"After all, the political, the economic, the artistic view-points of any nation are all strangely interwoven and interrelated. Now, at last, we are beginning to understand the worth of the individual.

"Thousands of persons who were attracted to the musical fold by the high-pressure spectacle of the old methods have been forsaking music during the past couple of years.

"Good music has again become an exclusive commodity, an expression of individualists who understand that glory and the dollar are only incidents in a musical career, not the sum total.

"Who can deny the commercialism which has been rampant, which has struck thousands of our young people who were subject to the merciless mass-production methods of destroying individuality?

"Our new audiences will buy concert tickets because they have the inclination, not simply because they have been stampeded into imitating their neighbors. We must not cultivate music as a fad but as a living substance to be part of our individual beings."

### The Cover

ECHO LAKE, in the Denver Mountain Parks region, about fifty-two miles southwest of Denver, enjoys all the reputation for beauty with which the artist Florence Hazeltine has invested it in the picture.

Ten thousand six hundred feet in elevation, the lake is overshadowed by the lofty Mount Evans, and furnishes not only scenery but mountain trout to the many excursionists from Denver.

Florence Hazeltine was born in Jamestown, New York, and received her education in St. Louis, where she now lives. Graduated from the Art School of Pratt Institute, she has since studied in various American schools, and with such artists as F. F. Fursman of Michigan, Mr. Henry Snell, and Miss Belle Cady White.

She is a member of the National Association of Women Painters and Sculptors, the Saint Louis Artist Guild, and the Saint Louis Water Color Club.

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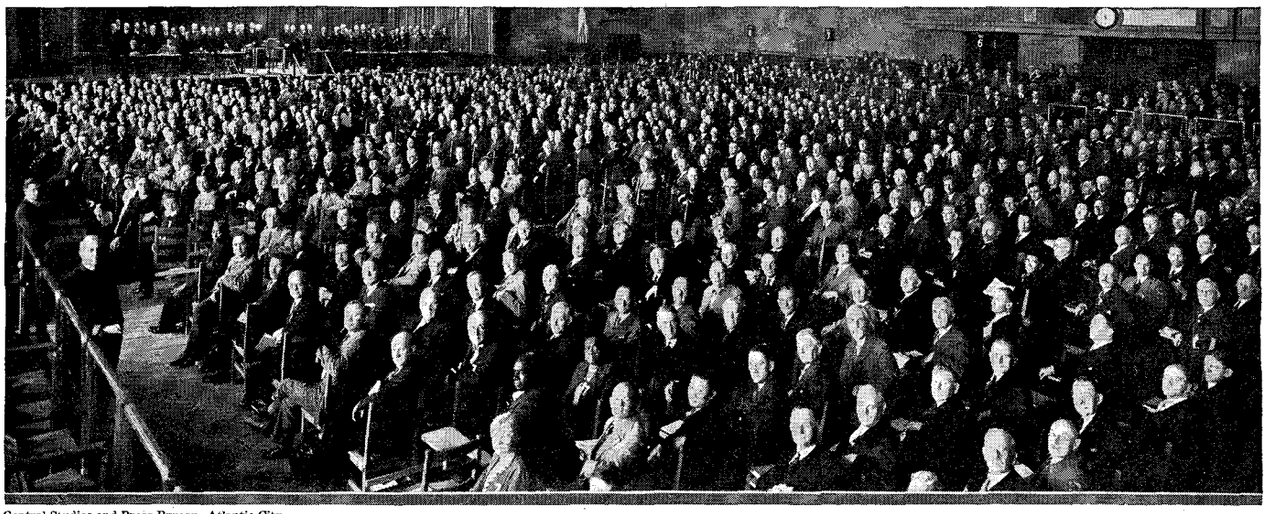

Central Studios and Press Bureau, Atlantic City

"The Chief Propulsive Force of the National Prohibition Movement"

Nearly a thousand delegates representing millions of Methodists at the thirty-first Quadrennial General Conference at Atlantic City. They will give no quarter in the Prohibition fight.

# The Methodist Challenge to the Wets

NO QUARTER!

The defiant cry comes from millions of Methodists, as represented by nearly a thousand delegates at the thirty-first Quadrennial General Conference at Atlantic City. In the fight to save Prohibition there shall be no give or take. It is a notice to the political conventions and platform-makers in Chicago this month.

"Methodism," says the Men's Council, "expects every follower of John Wesley to do his duty."

"The Methodists," declares Dr. Clarence True Wilson, of the Board of Temperance, Prohibition and Public Morals, are "going to select a President and Vice-President for a Christian republic and for a Prohibition nation."

"We will not stand for wet planks in party platforms," asserts Bishop James Cannon, Jr., of the Methodist Episcopal Church, South, in a fraternal address to his Northern brethren. "We will not stand for wet planks and wet candidates, and if such things happen, then there will be a united front of Prohibitionists to see that they are beaten."

Any political party, any organization, any person who is the friend and patron of the liquor traffic, or who encourages the violation of the Eighteenth Amendment, says Bishop Arthur J. Moore, fraternal messenger from the Southern Methodists on the West coast, may expect no armistice, no compromise from the nearly 3,000,000 members of the Methodist Episcopal Church, South. "We purpose to continue teaching our children and youth the menace of the liquor traffic. We intend to preach against it, pray against it, and vote against it."

THUS do the Methodists fling down their challenge to the anti-Prohibitionists. It presages a bitter fight in the coming Republican and Democratic national conventions. And some of the Methodists admit that Prohibition is in peril.

"Right now there is the greatest danger, far greater than we know, of the political debacle of the temperance movement," says a statement of the Men's Council, unanimously adopted by the Council. The statement urges a crusade to hold the thirteen States needed to block repeal until the tide of public opinion can be turned against the opponents of Prohibition.

"Public opinion has been polluted by a steady stream of mendacity about Prohibition," and "the wets have out-thought us, out-generaled us, out-fought us in the past decade" until "to-day we are literally fighting with our backs to the wall," runs the statement. "Unless we win our young people forthwith, we are lost. We confess the tragic blunder of temperance thought and strategy since 1917."

The warning was read by Prof. George Croft Cell, of the Boston University School of Theology, who collaborated with Bishop William F. Anderson of Boston in preparing the Prohibition-enforcement section of the Bishops' address.

"There are enough Christian voters to dig the graves and bury out of sight political leaders or parties who desert the cause of temperance and Prohibition and surrender politically to the liquor interests, enough to banish from politics all candidates" who aid the fight on Prohibition, declares the Council. "Any attempt to dictate" is disclaimed, but it is announced that "a Methodist layman who is indifferent to the cause has forsworn his birthright, and a Methodist pulpit, in which the minister is no longer free to denounce the restoration of the legalized liquor traffic, has ceased to be a Methodist pulpit in principle, and should cease to disgrace the name."

No time can be lost, and the Council says:

"We therefore covenant with each other and call upon our pastors to revive the whole temperance gospel in our pulpits, to establish temperance education in our church schools, to join with others in restoring scientific instruction in the public schools. A temperance morale and right social attitudes must be built up again in youth. Finally, we dedicate ourselves again to the militant temperance faith and gospel of our fathers and mothers, who fifty years ago planned this long, laborious campaign."

BUT the General Conference later disclaimed the statement of the Men's Council that Prohibition is on the verge of a debacle, and D. Stewart Patterson, secretary for young people's work of the Board of Temperance, Prohibition and Public Morals, denied that "a tragic blunder of temperance thought and strategy" had been committed.

"We know where we are going, and there is no blundering in the thought of the young people in this institution. I do say emphatically," he said at a Prohibition rally, as a New York *Times* correspondent quotes him, "that the present generation is not a drunken, debauched crowd of young folks. They are not against Prohibition. Those who so characterize our young people are



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simply indicting their own children, and children still are susceptible to parental influence."

Commending the present Administration for giving the Eighteenth Amendment "the best enforcement it has had," the Bishops, in their episcopal address, demand still more vigorous enforcement. They refuse to countenance any change in the law which would permit some States to be wet while others remain dry. "We can no more have a nation half drunk and half sober," they say, "than in the days of Lincoln it was possible to have a nation half slave and half free. If choose we must, surely the choice of the American people will be dictated by reason, conscience, patriotism, and the interests of the family and the home."

RETORTING to the critics of Prohibition, the Bishops declare that it has closed the saloon, and that it is no answer to say that we still have the speak-easy, since "long before Prohibition the lawless resort was both the breeder and the parasite of the liquor traffic." Moreover, they maintain, "when we consider the forces arrayed against it, we conclude that the Amendment has made remarkable progress. No law of our country has been called upon to resist a propaganda so conscienceless and so vast. During this conflict to preserve the sanctity of the law the metropolitan press, with rare exceptions, has written one of the most shameless chapters in the history of the Republic." Another evidence in its favor recited in the Bishops' address is that "through the better part of eight years Prohibition enforcement was largely in the hands of its enemies. Considering this fact, we must conclude that there is a vast power of public opinion behind it, or it would not have survived."

IT goes without saying that the Methodist Bishops' address echoed throughout the country. It made a profound impression in Washington, declared Senator Arthur Capper of Kansas, who came up the next evening to address the Conference. He announced that he was "against booze in every form," and that he is "for the Eighteenth Amendment as it stands."

Senator Capper told the Conference that national Prohibition is going through the same phases toward better enforcement that it had experienced in Kansas. "We see corruption in enforcement, of course," he said, as the staff correspondent of the New York *Times* quotes him. "The liquor interests have always corrupted politics. They always will. The Prohibition fight in the main is going to be between the big, wet cities on the one hand and the small, dry cities, towns and rural folk on the other. The rich and influential citizen who violates the law and defies the Constitution is worse than the Red."

The Methodist position is strongly supported by Henry Ford also. In a telegram from him, read to the Conference, the automobile manufacturer says that "Prohibition is the best method that has yet been devised to give effect to the sober sentiment of the nation."

"The moral, religious, and political influence exerted by the Methodist Episcopal Church and certain other denominations," comments the New York *Times*, "has been what may fairly be called the chief propulsive force of the National Prohibition movement."

# The Doukhobors on Parade

WHEN THE DOUKHOBORS IN CANADA want to protest, they take off their clothes and parade in public.

A crowd of them indulged in this custom the other day at Thrums, British Columbia, and it was only after the police had used itch powder and short lengths of hose on their bare bodies that the offending Doukhobors were driven to bay in an orchard, arrested and herded into trucks to be carted to jail.

A few days later, 118 of them were sentenced to three years in prison, at the rate of nearly one a minute. Peter Verigin II, chieftain of the 15,000 members of the cult in Canada, was sentenced at Yorkton, Saskatchewan, to a similar term for alleged perjury in connection with an attempt to oust a member of the group. He appealed. But the Doukhobors continued to parade undrest, until there were more than 500 of them in jail at one time.

International

Well Wrapt Up for the Weather

A group of Doukhobors. Many are now in prison in Canada for parading in the garb of Eden.

The Dominion and Provincial authorities had become tired of dealing leniently with the Douks, as they are called for short, and determined to enforce the new law passed by the Dominion Parliament for the express purpose of dealing with these outbreaks of nudism.

Even while Attorney-General R. H. Pooley, of British Columbia, was asking some of the leaders of the cult to obey the law, several women members undrest to show their displeasure, reports the Canadian Press.

"We are prepared to arrest five or six thousand Doukhobors, if such action is necessary to clear up the situation," said Mr. Pooley. "We are determined to settle the Doukhobor problem once and for all, and if imprisonment is the only means of ending the long series of outrages, we will adopt it."

THE organized parade at Thrums is said to have been staged by members of the Sons of Freedom Doukhobors, a schismatic group, in protest against eviction from community colonies by the Christian Community of Universal Brotherhood, the long name of the parent Doukhobor organization. Men, women and children joined in the naked parade, and the affair stirred up all of Canada. The outbreak was coupled with reports that the Doukhobors had also attempted to bomb schools and railroads.

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Their convictions forbid them to go to school, to pay fines, eat meat, and go to war.

When the police appeared at the orchard at Thrums, which had been turned into a sort of Garden of Eden, the naked Doukhobors, led, we are told, by Pete Maloff and an old woman called Bottle Nose, turned on them with streams of water from garden hose. But itch powder and short lengths of hose in the place of nightsticks proved the more effective weapons, and in forty-five minutes these strange descendants of Adam and Eve capitulated. They were especially distrest by the itch powder.

The authorities have displayed too much lenience to the Doukhobors in the past, complains the Calgary *Herald*. "The kindly toleration shown them has been repaid with contempt. Special school privileges, freedom to observe their peculiar religious customs, exemption from military service, and other special treatment have been acknowledged by the burning of schools, the dynamiting of bridges, and other acts of vandalism. They have become a costly and irritating nuisance." And *The Herald* thinks it high time that all the Doukhobors "should be made to realize that as long as they remain in Canada they must be just as law-abiding as other citizens."

THE Doukhobors (which means spirit wrestlers), associated in the Canadian mind with nude parades, antieducational demonstrations and school burnings, had their origin as a religious body in an eighteenth-century movement for peace.

Sufferers under Russia's militarist rule, says a Winnipeg dispatch to *The Border Cities Star* (Windsor, Ont.), they became dissenters from the Orthodox Russian Church in 1785. No available record of their early activities exists, but it is known that they were persecuted, and that hundreds suffered death.

They came to Canada in 1899, the original group being known as the Christian Community of Universal Brotherhood, a title based on Christ's command to love all men. Schismatic groups have broken away from the parent association, and thousands have withdrawn to set up as individual farmers.

The account continues:

"Doukhobors became a distinct kingdom of peasants early in the nineteenth century. The Russian Government allowed them to congregate from many parts of the country near the Sea of Azov, in Crimea Province. Here they were separated from the rest of Russia by desert.

"This settlement was ruthlessly broken up about 1842, and the Doukhobors were forcibly transported to the Caucasus and eventually scattered among Georgians, Armenians, Circassians, and Tatars. But their internal organization was never destroyed.

"Records of the Doukhobors show that Savely Katoustin was the first leader. He took office about 1799. Successively Vasity Kalmikos, Ilarion Kalmikos, Peter Kalmikos, and Peter's widow, Loukerya Kalmikos, held the reins of supreme authority over the thousands of Doukhobors, and Peter Verigin succeeded to control some time in the 1880s.

"Then a mere youth, Verigin became the most famous of the Doukhobor chieftains. When the larger percentage of the people were willing to compromise with the Russian Government regarding military service, Verigin sternly held to pacifism and broke away from the main body with about 8,000 followers.

"He adopted three new principles: internationalism, communism, and vegetarianism. In 1886 Verigin was seized by the Government and exiled to a prison camp within the Arctic Circle. But the policies he advanced continued to gain ground.

"Verigin's people came to Canada in 1899 and 1900, while their leader still was in exile. Count Tolstoi and the Society of Friends (Quakers) in England raised funds for their emigration.

"Verigin, released from prison on condition he left the country, arrived in Canada in 1903, and under his reign the Doukhobors prospered. They built mills, operated stores, and more lately have conducted jam factories in British Columbia, all in a set-up of pure religious communism, without individual ownership.

"Their leader died in 1924 when an explosion wrecked a passenger train on which he was riding near Farron, British Columbia. His son assumed leadership in 1927. The present Peter Verigin came here from Russia. He does not speak English, and his people or offshoots from his own group have been in trouble with authorities since 1929, especially on the school question."

# Ridding Africa of Witches

WITCHCRAFT IN AFRICA can not be laughed down.

It is not so many generations since the white man himself saw witches riding through the air on broomsticks, stirring up trouble, bringing disease and death. The witches in whom scientists and religious leaders believed as late as the eighteenth century still ply their satanic craft in Africa.

Recently, the Governor of Kenya commuted the death sentence of sixty Akamba natives convicted of the murder of a woman reported to be a witch. Some years ago a witch doctor was convicted of having killed 200 witches by immersion. Like cases come frequently before the courts, writes Frank Melland in the London *Times*, but they are only an infinitesimal percentage of the whole number of cases that occur and are not brought to trial.

The Bantu races believe in survival after death and in reincarnation in the new-born. That is their religion. They also believe in witches, writes Mr. Melland. This is not part of their religion. Witches are an abomination, and to the Bantu there is nothing inconsistent between "Thou shalt not kill" and "Thou shalt not suffer a witch to live" (Exodus XX, 13, and XXII, 18), because a witch is not a human being.

SICKNESS breaks out in the village, a woman dies in childbirth, an elder's son is killed by a crocodile. A man seemingly in good health dies after a short illness.

Mutterings become active discontent, and the chief is anxious. A witch doctor arrives in the nick of time, as he has carefully arranged to do. He goes through his rigmarole, and finally seizes upon old Nakulukananga, whose daughter died in childbirth, and who reared her grandchild from infancy without milk.

The villagers fall upon her, stone her, and end her suffering with a spear.

The witch doctor, says Mr. Melland, is not necessarily a knave or impostor. He often believes that he possesses the powers ascribed to him. Yet all this chicanery or skill would avail nothing if the black man were not so blinded by superstition that he falls an easy victim to his fears. And, says Mr. Melland seriously:

"This is a matter we shall never deal with by dubbing it ridiculous and inconceivable.

"Our attitude toward the whole problem has hitherto been wrong, and our law is wrong. It is absurd to expect native chiefs and headmen (who are themselves often witch-doctors) to administer the present law fairly and truly when it is so contrary to their beliefs.

"We confine ourselves to prosecuting those who are fighting what they believe to be the most evil and unnatural curse that afflicts mankind, and who do but hold the belief that was held by Bacon, Raleigh, Lord Coke, Cranmer, Knox, Calvin, Wesley, and many other men of intellect and culture."

WITCHCRAFT is still a terrible reality to the natives of Africa, and, writes Mr. Melland:

"Livingstone and Gordon roused England to the horrors of slavery in Africa; but England remains deaf and blind to this mental slavery from which every native suffers, and which leads to far more deaths than appear in any chronicle. The actual killing of witches is bad enough, and the scale of killings is big enough, but that is of less moment than the obsession of the belief in black magic.

"Until we can study this psychologically and eradicate it, we shall never accomplish much in Africa. This is a job for anthropologists and psychologists rather than for lawyers, and it should be undertaken at once, or our planning and our new-born ideals are doomed at least to partial failure and dangerous delay.

"The first step, therefore, is to alter the law; until that is done nothing else avails; for the law as it stands stereotypes an attitude that appears preposterous to the natives; but once that is done we can proceed by education to temper, and ultimately to eradicate this all-pervading dread; and then Africa will move forward and begin to find herself."

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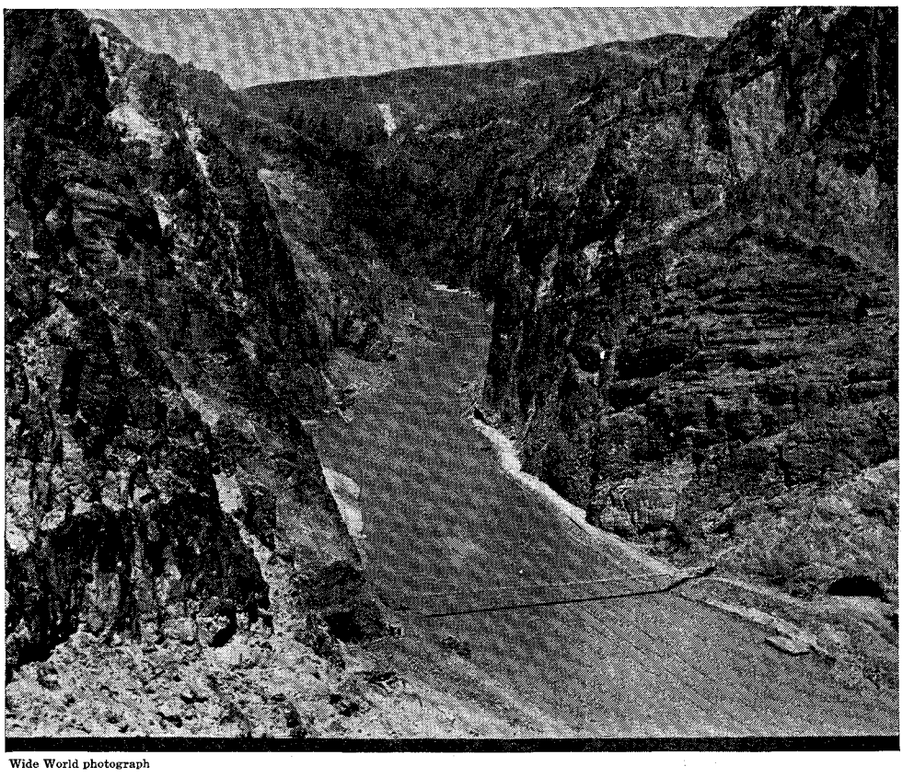
# Costly Economy at the Hoover Dam

IS IT ECONOMY TO KNOCK OFF WORK on an expensive building when partly completed, postponing the time when it will begin to pay for itself in rentals and service?

That, in effect, is exactly what Congress is doing about the Hoover Dam, charges *The Engineering News-Record* (New York), in a protesting editorial. Says this paper:

"When Congress cut the Hoover Dam appropriation to six million dollars, it put on the books a nominal economy. Actually this 'economy' represents a tragic waste, which every one should know and understand. The facts in brief are these:

"Of the funds so far appropriated for the great enterprise of controlling the Colorado River ($31,000,000), all but two million dollars has been used, two-thirds by the contractor for construction operations and one-third by the Government in buying materials and supervising the work. The balance, supplemented by the six millions just appropriated, provides a total of eight millions to cover more than a year's work. In that time the greatest task of the whole undertaking, diverting the river and excavating the bottom to a secure foundation, is to be accomplished. The diversion tunnels and their lining must be completed first; in October the construction of a temporary diversion dam is to begin, followed immediately by construction of the two main cofferdams, and when these are completed in January the pit between is to be pumped out and the six-month job of clearing the dam foundation is to begin. Speed is the dominating requirement at this critical stage of the work, as every one knows. Flood seasons determine the time schedule, for if the stream is not diverted before the next high-water season, a year's time will be lost.



Wide World photograph

Where 3,000 Men Are Working on the Hoover Dam

Here will rise, 720 feet high from the bottom of the Grand Canyon, "man's greatest monument in harnessing the forces of nature to his will." The "economy" of Congress in cutting the appropriation for this work, we are told, will cost far more than it saves.

"At their present rate the construction operations are consuming about two million dollars per month. During the first four months of 1932 the contractor expended 8½ millions, tho retarded by high water, and a similar rate of working must be maintained until the cofferdams are completed, if the diversion is to be accomplished by the next flood season. But if the total money available is only eight millions he can continue working only four or five months at best, and will have to shut down his plant in early fall, and let his thousands of employees in Boulder City drift home as best they may. The Government's model city in the sagebrush will become a deserted village."

THE "economy" of the appropriation thus makes a year's loss of time inevitable, according to *The News-Record*. Control of the Colorado will be postponed, the construction activity of the entire Southwest will be paralyzed, and dependent plans and undertakings of even greater magnitude will be jeopardized. It goes on:

"Quite aside from these losses, however, the direct money cost of the delay will exceed the temporary paper saving. Interest on the money already spent, increased by the loss in shutting down Boulder City and the construction plant, to say nothing of consequential losses and damages, mounts up to a total of millions.

"Discontinuing a self-supporting improvement runs directly counter to the supreme need of the day. We may sympathize with all efforts to reduce the running expense of government, but no one can approve of discontinuance of productive enterprise in times like the present. Hoover Dam is precisely that. It will begin earning a return as soon as the plant is completed, and in due time will return to the Government its full cost.

"What the next Congress may do can not be forecast. In any event the figures given make it apparent that under the present appropriation the work will come to an end long before that Congress meets. Waste of time and money is inevitable, therefore, unless the present Congress before ending its session recognizes its error and provides an adequate supplementary appropriation, so that work will not have to be closed down."

## Robot Weather Stations

A FEATURE of the International Polar Year of meteorological, magnetic and auroral observations, beginning next August, will probably be a somewhat extensive use of apparatus designed to report weather conditions by radio at regular intervals without the aid of a human observer or operator.

Instruments for this purpose, we are told by Charles Fitzhugh Talman, in his Science Service feature, *Why the Weather?* (Washington), have been in course of development for some years, especially in Russia and Germany. He says:

"In the polar regions, and perhaps also in lower latitudes, it is proposed to attach some of these 'robot' weather stations to buoys, anchored in shallow portions of the ocean. Others will probably be placed on islands, and still others on mountain tops. Lastly, there is talk of installing some of them on drifting ice in the polar seas. In the latter case, the drifting station would be operated in connection with two fixt stations on neighboring shores, from which, by means of radio bearings, its position could be obtained at the time of each observation.

"The radio transmitters of these stations will be operated by storage batteries. It is stated that batteries having sufficient energy to operate a radio set three times a day for a period of two years without renewal, and also to function at low temperatures, are now available."



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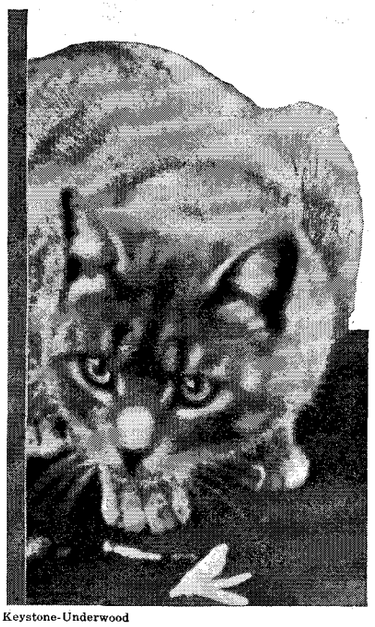
# What to Feed Children

GREATLY DIVERSIFIED OPINIONS that are being bruited about are making it difficult for mothers to know what to accept as true and what to discard as passing fads in child-feeding problems.

Upon a good many important practises dietitians are well agreed, says Jean Simpson in *The Ladies' Home Journal* (Philadelphia), but even child specialists differ in their recommendations about some phases of child nutrition. She goes on to say:

"How many meals a day are best for little children has long been a query. By the end of the first year a healthy child is ready to be placed on a three-meals-a-day schedule. Only an exceptional child needs a mid-morning or mid-afternoon lunch. Any lunch which spoils the appetite for the next meal defeats its own purpose.



Keystone-Underwood

The Next Tax Victim?

"There should never be a great lapse of time between any two meals, not more than an interval of five hours, except the overnight period between supper and breakfast.

"A child's most hearty repast of the day ought to come at noon. Supper should include an adequate amount of good, nourishing food, but it should be simple and easily digested, to pave the way for sound sleep. On the other hand, breakfast should be an unhurried, important part of the day's regimen.

"Ample time for leisurely eating is of the first order of importance for children. The tendency to have gas from the stomach will sometimes be entirely overcome by giving time for relaxation and mastication at meal times.

"The final incentive to a good appetite is attractively prepared food. Always choose the method of cooking which gives a tender mixture and rely for tastiness on the good flavor of simple materials.

"Make the children's meals so attractive that they are appetizing to the grown-ups. Only occasionally is there need for making an extra something to be exclusively for either children or adults.

"Tea and coffee are of no value to children, and they cultivate tastes that are undesirable for them. Serve milk or any of his other beverages to the child as his own special rightful portion.

"An excess of sweets is better avoided, particularly as they spoil the appetite for other things which are very essential.

"Don't allow a child to use water to wash down his food, for it will get him into the habit of being lazy about his chewing obligations. A glass of water before breakfast and several more between meals during the day should be given—more than this, of course, if wanted.

"Finally, don't keep asking a child what he would like for breakfast, dinner, or supper. Rather, serve him the things he should have, nicely cooked, and with variety from day to day.

### FOR A CHILD'S DAILY REGIMEN

#### Milk

"One and a half pints a day is good practise, one quart is better. May be used as beverage, served on cereal, or cooked in it, in milk soups, dilute cocoa or malt cocoa, in milk sherbets, junkets, custards or milk puddings, or other dishes.

#### Cereals

"Some cooked hot cereal for breakfast, at least in the cold weather; preferably from whole grain three times weekly.

#### Vegetables

"One serving of potato daily and, in addition, at least one serving of any other properly cooked vegetable. Coarse, stringy ones should be strained until the child masticates well.

#### Fruits

"Serve some fresh fruit or its juice daily, preferably orange or tomato. Never allow seeds or tough skins for small children.

#### Eggs

"By the end of the first year a child should be eating one whole egg daily, or may even eat two. Cook it so as to be easily digested.

#### Meat, Fish, Poultry, and Cheese

"A small serving of chopped meat may be given daily to a very young child, and by the second or third year the child may be trained to chew meat already cut in small pieces. Some authorities recommend deep-sea fish in place of meat once weekly for its iodin content. Cottage cheese is good for small children, and grated cheese of any mild variety may be sprinkled over vegetables.

#### Desserts

"Fruits, junkets, gelatin dishes, custards, blanc-manges or cereal puddings are best for young children, or plain cookies, or occasionally plain or sponge cake.

#### Sweets

"Brown sugar, molasses, and the sirups are more valuable nutritionally than granulated sugar. Dried fruits are better than candy."

# Why Not Tax Cats?

PUSSY IS UNDOUBTEDLY A NUISANCE, maintains a writer of "Current Comment" in *The Journal of the American Medical Association* (Chicago).

Each year the Noise Abatement Commission of New York City, we are told, receives more than 2,000 letters complaining about the nightly howling of cats. The director of the Animal Rescue League of Boston recently stated that his society handled in that city alone 5,000 cats a month.

A Connecticut trapper in one winter caught thirty errant cats in traps set for fur-bearing animals. Millions of domestic cats gone wild are said to inhabit Australia, and are rapidly destroying the bird life of that continent. The writer goes on:

"Gamekeepers in different States agree that in the last twenty-five years the errant cat has become the worst of all enemies to birds.

"British Columbia reports that in the Far North the valuable sooty grouse has been almost exterminated by cats. On Martha's Vineyard, they have been partly responsible for the extinction of the heath-hen, and on islands along the coast have annihilated the breeding colonies of gulls and of terns.

"In Wisconsin, where the raising of pheasants was an important industry, the cat was found to be the most destructive depredator, and in that State the cat has been outlawed, except under such control as is prescribed by the legislature. There are probably few persons living who have not at some time seen a cat spring upon some helpless and harmless bird.

"The cat is not always the innocent purring creature that she seems to be when lying before the fireside or sleeping on the sofa. Indeed, the intimate contact with people which cats enjoy is sometimes a menace to human life, for they may carry in their bodies or in their fur the causative agents of human disease.

"Rat-bite fever has in several instances followed the bite of a cat. A dog tapeworm and the hog roundworm are harbored by cats. Brucella melitensis, the cause of undulant fever, has been isolated from the mesenteric glands of infected cats.

"Cats are the hosts of several animal parasites, some of which are transferable to man. The liver fluke is a natural inhabitant of the cat. Since the female errant cat, which produces several litters a year, is the chief source of supply, Dr. Robert T. Morris has proposed a tax of $5 on female cats in order to limit, in a humane way, the unwanted and unnecessary army of cats, and thus to prevent the destruction of birds which may be laid directly to cats.

"There has been a tax on dogs for many years. Why not tax cats?"

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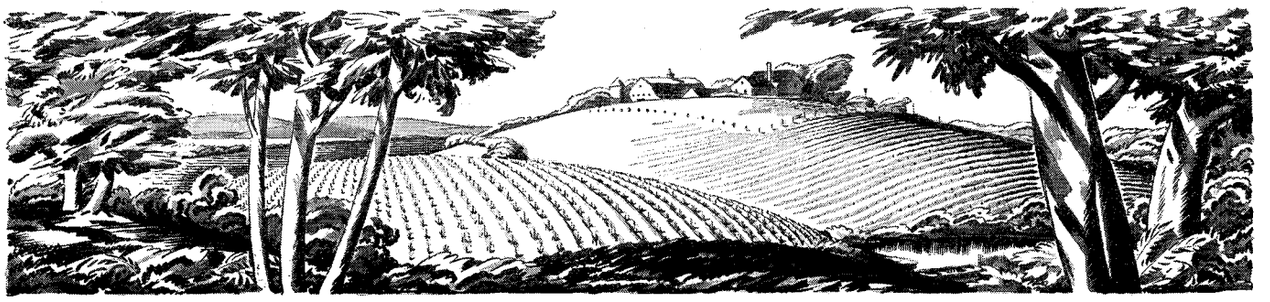

# AT THE TOP OF THE HILL

A LONE figure in overalls surveys the fields of his labor. Freshly planted rows point their even lines around a gently rising hill. Seemingly the world and its people are far away. But this man is not alone!

His home is at the top of the distant hill. And in his home is a telephone. Eighty-five million miles of wire lead to it. His call is a command to one or more of several hundred thousand employees. Day or night he may call, through the Bell System, any one of nearly twenty million other telephones in this country and an additional twelve million abroad.

And yet, like you, he pays but a small sum for a service that is frequently priceless in value. The presence of the telephone, ready for instant use, costs only a few cents a day. With your telephone, you are never alone. It is an investment in companionship, convenience, and security. Through it you can project your personality to the faraway places of the earth, or bring familiar voices to the friendliness of your fireside.

Undoubtedly a great factor in the continued progress and improvement of telephone service is the intangible but real spirit of service that has become a tradition in the telephone business. This spirit expresses itself daily and in any emergency. And behind the army engaged in giving service is the pioneering help of a regiment of five thousand scientists and technical men, engaged in the sole task of working for improvement.

This group devotes itself exclusively to seeking ways and means of making your telephone service constantly better and better.

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***AMERICAN TELEPHONE AND TELEGRAPH COMPANY***

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# A New Theory of the Solar System

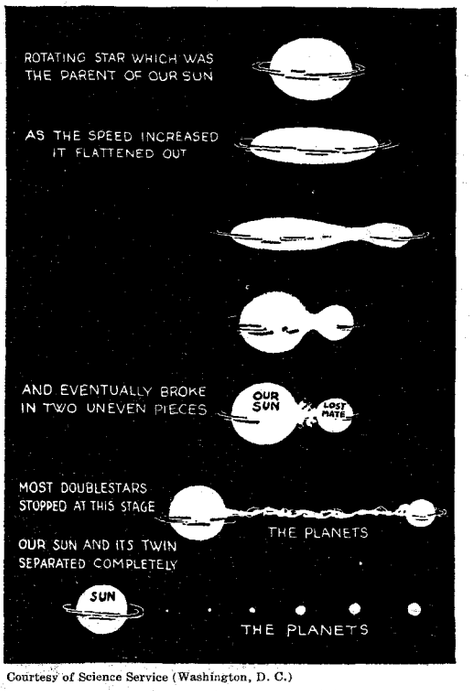
DR. ROSS GUNN of the U. S. Naval Research Laboratory believes that our solar system was formed by the splitting of a large star, half of which became our sun, while its twin lost itself in space.

This, he thinks, must be happening all the time among the stars. The double stars, Dr. Gunn asserts, were born in exactly the same way.

Says D. Lindsay Watson in a Science Service feature article, prepared for use in magazines:

"The present accepted view among astronomers holds that the earth was formed in the course of a very rare accident. Another larger star is supposed to have collided with our own sun. If this theory is true the probability of there being other inhabited worlds is small.

"On the other hand, if Dr. Gunn is right, many groups of planets similar to our own have been formed, and it is not unreasonable to suppose that life has developed on these bodies as it has on the earth."


ROTATING STAR WHICH WAS THE PARENT OF OUR SUN
AS THE SPEED INCREASED IT FLATTENED OUT
AND EVENTUALLY BROKE IN TWO UNEVEN PIECES
OUR SUN
LOST MATE
MOST DOUBLESTARS STOPPED AT THIS STAGE
THE PLANETS
OUR SUN AND ITS TWIN SEPARATED COMPLETELY
SUN
THE PLANETS

Courtesy of Science Service (Washington, D. C.)

"Solar Taffy"

The new theory about the origin of our solar system, showing how the sun increased its speed, split in two, and sent out a "twin"; and how the planets were formed from the trailing streamer of matter connecting the two bodies.

Our sun, according to the new idea, was once a liquid star about one and a half times as large as it is now. Electromagnetic forces made it rotate with constantly increasing speed until it could no longer hold together. It then burst in two. The fragments skyrocketed apart, one becoming the sun and the other going off into the depths of space, never to be heard of again. The sun and its departing mate left a cigar-shaped ribbon of débris between them, which later cooled and formed the planets. We read on:

"Old theories have been unable to explain how the sun could have come to turn so fast that some of its matter blew off at its equator.

"Experiments with the discharge of electricity in vacuum-tubes have supplied the clue. It is possible to explain a star's rotation, Dr. Gunn has found, not on gravitational grounds, but because of the operation of electric and magnetic forces.

"Thus the present rotation of the sun, a problem which had baffled physicists and astronomers, has been given a new explanation by what Dr. Gunn calls an 'electromagnetic wind.'"

THE imagined parent of our sun must have finally made a complete turn in about six hours. Spinning still faster, it flattened into an oval shape; later assumed the form of an unequal dumb-bell, and eventually split. To quote further:

"Now the inner surfaces of the two suns were temporarily much hotter than the outsides that had formed the skin of the parent star. Our sun and its departing mate pushed themselves apart like a couple of skyrockets. Tides, together with the swirling motion, caused the shooting out of a long stem of matter between the two new-born suns. After a while this cooled and gathered together into lumps. These lumps were the planets.

"In Dr. Gunn's words:

"'The entire solar system was compact when formed. The lost component, however, attracted the newly formed planets and succeeded in carrying them well away from the sun. Thus the present open structure of the system is due to the original presence of the lost mate of the sun.'

"Contemporary astronomers are to be pardoned if they regard this revolutionary doctrine with some hesitation, if not hostility.

"Accepted by scientists until the beginning of the present century was the notion that the sun and planets were condensed by cooling and contraction from a luminous cloud of gas.

"Sir James Jeans, one of the modern contestants in this arena, has now shown that, tho nebular evolution does take place in the heavens, a small mass of hot gas could not break up in this way. It could never pick up enough speed, unless the new type of motion suggested by Dr. Gunn were in operation.

"Other scientists, however, have not been idle. Two of these, Drs. T. C. Chamberlin and F. R. Moulton of the University of Chicago, in 1905 propounded the 'planetesimal.'

"Another wandering star, they believed, must have come so close to our sun at some remote time, that by gravitational force it drew lumps and a great mass of diffused gas and small particles out from the sun. The two stars swung around each other once, and never saw each other again. Those stray lumps whirled through the débris and gradually picked up more and more matter."

# Harnessed Moonbeams

SPEAKING FOR THE FIRST time over the cold ray of a harnessed moonbeam, no thicker than an ordinary lead-pencil, Henry L. Doherty, President of the Cities Service Company, from his office on the sixty-seventh floor of the new Sixty Wall Tower Building, in lower Manhattan, sent a message of greeting to the members of the Doherty Men's Fraternity throughout the United States, and to the officers and men in the crews of the company's vessels on the ocean. Over the moonbeams he also blew a whistle which tript a relay, causing the floodlights to shine on the new building.

For many years scientists have been trying to find some way to utilize the light-beams of the moon, but not until the present instruments were developed by L. W. Chubb, of the Westinghouse Company, were the cold rays of the moon controlled and put to work. To quote a press account:

"To carry out the demonstration, Dr. Phillips Thomas, research engineer, placed his moonbeam condenser on a balcony on the sixty-seventh story of the new building. The moon, at 8.50 P. M. summer time, was in its first quarter, just over Governor's Island. The light from the moon, more than 230,000 miles away, was gathered with a lens 14 inches in diameter and focused to a tilted vibrating galvanometer-mirror $^1/_8$ inch in diameter which, in turn, projected the moonbeam, about the size of an ordinary lead-pencil, on to the cathode of a photo-tube or 'electric eye.' To the vibrating mirror was attached a microphone and broadcasting amplifier, so that when Mr. Doherty spoke, his voice vibrated the moonbeam focused on the mirror, thereby causing it to dance on the cathode of the photo-tube, passing the voice-sounds, as in talking pictures, through the amplifier, and thence to radio listeners. When he blew the whistle, a sound-sensitive relay responded to the signal and tript the switch, causing the tower of the building to be illuminated."

IN speaking of the possible uses of controlled moonlight, Dr. Thomas said:

"In view of the fact that the spectroscope shows that the composition of light of both the sun and the moon are identical, and altho we often remark, during a full or harvest moon, that it is as 'bright as day,' the fact remains that the sun is 600,000 times brighter than the moon, and that half a million full moons would not equal the sun's brightness. Therefore the cold rays of the moon, altho they are strong enough to operate a photo-electric cell, could not be expected to generate much energy, but now that we have for the first time been able to control these beams, no doubt research engineers, and especially curators of bacteria menageries, who are studying the effect of moonlight on plant growth, hygiene and medicine, will soon find many uses for them."

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# All dressed up for an elevator ride

***Leg-of-mutton sleeves and bustles, peg-top pants and side whiskers, what a stir they'd make today. And yet they're no more antiquated than many elevators in service in* 1932!**

. . .

THESE are new days and you are looking for new and up-to-date things. And you are sometimes a little shocked, and rightly so, at some of the antiquated elevators upon which you are often obliged to ride. You could hardly be blamed for avoiding them whenever practical, and patronizing the building which is considerate enough to provide comfortable, modern* elevator service.

Here are some of the aids to convenience and comfort which you will find in a modern* Otis elevator. The self-leveling device which automatically seeks the exact level of your floor, and without jerk or jar. Automatic, noiseless door openers and closers. Completely enclosed cars which hide the hatchway and make the motion almost unnoticeable. Cars, fixtures, lobbies, all finely finished in the modern manner. These and many, many others.

If you feel you are not getting the best of elevator service in your building, speak to the owner about it. Remind him that Otis engineers have so skilfully designed elevator improvements, almost every one is adaptable to the older models and that under the Otis Modernization Plan, elevators can be brought up-to-date at low cost. We will be glad to inspect his elevators and report as to what is needed for modernization. This service is free. All he needs do is call the Otis office in your city.

**A modern elevator is not necessarily new. It can be an old one made modern through the Otis Modernization Plan.*

OTIS ELEVATOR COMPANY

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# The Bicentennial Spirit in Summer Travel

IN the Bicentennial Anniversary of the birth of the Father of our country, the spirit of George Washington hovers over the entire United States.

Everywhere memorials and celebrations remind us of the magnificent legacy bequeathed by him and his associates to a nation destined to spread and increase beyond their highest soaring dreams.

Along the Eastern seaboard we may by land or water journey explore the places made memorable as the scene of some effort or labor of his. And as we go farther toward the westering sun, we find ourselves here, there, and everywhere in sections hallowed by the memory of the dauntless explorers and upbuilders whose life endeavor made the United States that we know and hold as our own.

To have these thoughts in mind is the stimulating bicentennial spirit of summer travel. They will bring home to us the burdens of our fathers and their struggles in transforming a vast continent of wilderness into the most opulent of countries.

They will help us to realize also how similar effort across the boundary of peace and friendship created the rich expanse from coast to coast we call the Dominion of Canada.

But let us first set out to retrace the actual journeyings of George Washington, many of which are identical with popular resort routes of to-day.

New York, New England, New Jersey, Pennsylvania, and the South are intersected by the pilgrimages of the Father of His Country at various epochs of his career.

## Following Washington's Footsteps in New York

If you begin with New York, you will realize that, as the New York *Times* Magazine says: "He blazed a trail across the face of the State that can never be obliterated."

New York City itself, from the Battery to the Harlem River, is rich in Washingtonia. You may visit Fraunces's Tavern, where he bade a tearful farewell to his Army. You may see the site of Federal Hall, where he received the Presidential oath. In old St. Paul's Church you may sit in the pew in which he worshiped. In the Roger Morris house (Jumel Mansion) overlooking the Harlem River you may ramble through rooms occupied by Washington for more than a month in 1776.

And in Bryant Park there is now the reproduction of Federal Hall, and in Prospect Park, Brooklyn, on the site of the Battle of Long Island, in which he participated, a replica of Mount Vernon, his Virginia home.

If you follow Washington's tour of Long Island, you will find that his route in 1790 —as far as Patchogue—is that to New York's ocean playgrounds, including State parks and select resorts such as Quogue, Southampton, Easthampton, and Montauk Beach.

Crossing the Island from Patchogue, Washington returned along the North Shore through what are now Setauket, Smithtown, Huntington, Oyster Bay, and Roslyn, with their charming homes, park-like estates and Sound vistas. Memorial elms have been planted this spring at each of his stopping-places.

### VACATION SUGGESTIONS

French Canada including Montreal; St. Lawrence River trips; Quebec, Saguenay River trip. Maritime Canada including Nova Scotia; Prince Edward Island; New Brunswick; Crown Colony of Newfoundland. Ontario resorts including Rideau Lakes; Kawartha Lakes; Lake of Bays; Muskoka Lakes; Georgian Bay; Algonquin Park; Timagami and Nipigon Forest Reserves; Quetico Park, Lake of the Woods; Minaki.

* * *

Western Canada including Canadian Rockies; Banff, Lake Louise in Rocky Mountain Park; Emerald Lake in Yoho. Jasper National Park. Waterton Lakes Park. British Columbia, Vancouver, Victoria, Triangle Tour.

* * *

New England: Connecticut—Litchfield Hills. Rhode Island—Narragansett Pier, Watch Hill, Newport. Massachusetts —Nantucket, Martha's Vineyard, Cape Cod, North Shore, Berkshire Hills. New Hampshire—White Mountains, Lake Winnepesaukee, Sunapee, etc., Rye Beach. Maine—Seacoast, Kittery, York, Old Orchard, Penobscot Bay, Bar Harbor, Acadia National Park, Machias Bay. Maine woods. Rangeley Lakes, Moosehead Lake, Mt. Katahdin, Belgrade region. Vermont—Green Mountains, Lake Champlain, lakes, streams.

* * *

New York State—Long Island beaches, Catskill Mountains, Saratoga, Lakes George, Champlain, Adirondacks, Thousand Islands, Finger Lakes, Niagara.

* * *

New Jersey—Seashore including Asbury Park, Barnegat, Atlantic City, Cape May, Northern Lakes.

* * *

Great Lakes—Voyages and resorts between Buffalo, Chicago and Duluth.

PACIFIC OCEAN
ATLANTIC OCEAN
NORTH AMERICA
BRITISH COLUMBIA
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SASKATCHEWAN
MANITOBA
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Falkland Islands
South Georgia
Antarctica
Greenland
Iceland
Ireland
England
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Egypt
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Belgium
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Iran
Afghanistan
Pakistan
India
China
Japan
Korea
Philippines
Indonesia
Australia
New Zealand
Fiji
Tahiti
Hawaii
Alaska
Yukon
Northwest Territories
Nunavut
Labrador
Newfoundland
Prince Edward Island
Nova Scotia
New Brunswick
Quebec
Ontario
Manitoba
Saskatchewan
Alberta
British Columbia
Yukon Territory

If you turn northward from New York the Hudson Valley invites you to dramatic scenes in Washington's career. In this valley he spent the year preceding Yorktown. In fact, as one writer says, "the fate of the Revolution often shifted with the Hudson's tides."

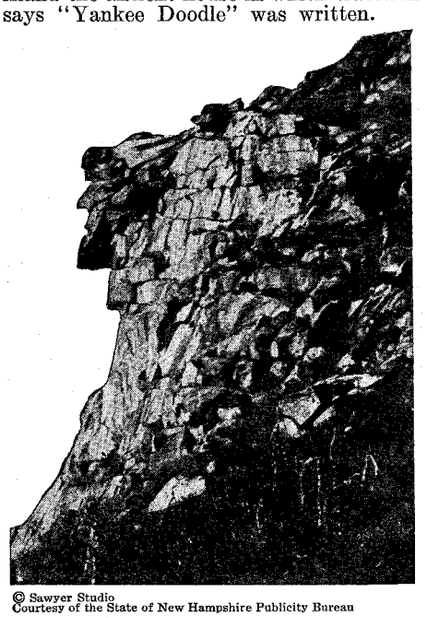
Thus, if you board the Day-Line steamer you will pass beneath the great new George Washington Bridge, which links the scene of the disastrous battle of Fort Washington with the Palisade Cliffs near Fort Lee, where stood the Commander in one of his bitterest moments.

As you sail up this river of Hudson's *Half Moon* and Fulton's *Clermont*, other historic landmarks are passed. Beneath the Palisades at Alpine nestles the old Cornwallis house. In Dobbs Ferry rises the Washington-Rochambeau monument, on the site where French Allies joined the American Army, July, 1781. Haverstraw marks one act in Arnold's treason; Stony Point recalls Mad Anthony Wayne's charge; Verplanck's Point, the drill ground of Baron Von Steuben.

As the Highlands are entered, you pass Fort Montgomery's site, historic West Point; and, leaving them, you may go ashore at Newburgh to visit the old Dutch Colonial House, now a museum, long Washington's headquarters.

An army of vacationists will be found debarking at Kingston—where stands the old State Capitol—for Catskill Mountain resorts such as Stamford, the Twilight Park region, and others. At Catskill, through which Washington once passed, is another mountain gateway.

At Albany you may visit the General Schuyler Mansion, and on the opposite island the ancient house in which tradition says "Yankee Doodle" was written.



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Courtesy of the State of New Hampshire Publicity Bureau

For Ages the Great Stone Face Has Gazed From the White Mountains

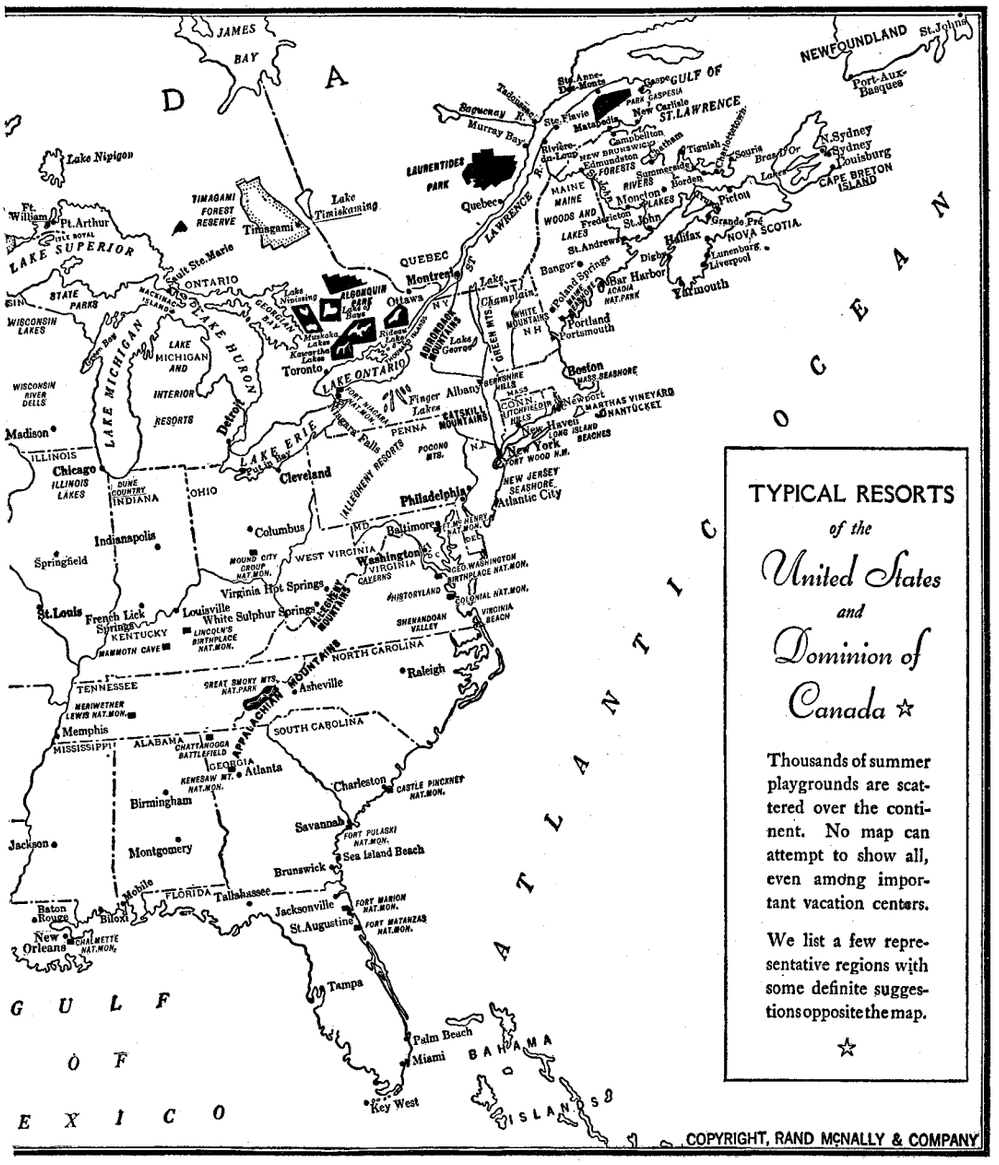
The Pathway of History leading north from Albany to Canada, over which trod Indians, French, British and American armies, and which Washington followed to Lake Champlain, leads you over a succession of memorable scenes to delightful vacation regions.

Just east of Saratoga Springs you enter Saratoga Battlefield State Park (Schuylerville), scene of the surrender of Burgoyne in 1777. At Glens Falls you pause to see Cooper's Cave. Beyond Fort Edward are the tragic waters of "Bloody Pond."

The exquisite scenery of Lake George reminds you of Fort William Henry and Fort George. You traverse its island-dotted waters to the portage that leads to Lake Champlain; and there Fort Ticonderoga, held in other days by three armies, invites your inspection in its restored form.

Down the magnificent expanse of Lake Champlain the new interstate bridge marks the ruins of Crown Point, northernmost point reached by Washington. Beyond, near Plattsburg, your steamer passes Valcour Island, off which was fought our first naval battle in 1776. North of Plattsburg rail and motor routes continue to Montreal. At intervals along the shores of each lake you will find delightful vacation places.

From Lake George Village, Port Henry, Westport, or from Plattsburg on Champlain, you may enter the Adirondack Mountain vacation land, with such objectives as Schroon Lake, Lake Placid, The Saranacs, Tupper Lake, Fulton Chain, Indian Lake, Blue Mountain Lake, and scores of others amid this scenic, health-giving region.


TYPICAL RESORTS
of the
United States
and
Dominion of
Canada ☆
Thousands of summer playgrounds are scattered over the continent. No map can attempt to show all, even among important vacation centers.
We list a few representative regions with some definite suggestions opposite the map.
☆
COPYRIGHT, RAND McNALLY & COMPANY

## VACATION SUGGESTIONS

Historyland—Washington. Virginia — Chesapeake trips, Wakefield, Yorktown, Williamsburg, Jamestown, Virginia Beach, Shenandoah Valley.

* * *

Yellowstone National Park—Geysers, canyons, petrified forests, lakes.

* * *

Glacier National Park—Sixty glaciers, 250 lakes, colorful mountain scenery.

* * *

Colorado's Wonderlands—Rocky Mountain National Park, Denver, Colorado Springs, Pike's Peak, National Forests and Monuments, Mesa Verde Park.

* * *

Pacific Northwest: Washington—Seattle, Tacoma, Mt. Rainier National Park, Olympic Peninsula, Spokane, National Forests. Oregon—Portland, Columbia River Highway, Pacific Beaches, National Forests, Crater Lake National Park.

* * *

California—Redwood Empire—Lassen Volcanic National Park, San Francisco, Sacramento, Yosemite, Monterey region, Santa Barbara, Los Angeles, Big Tree National Parks, San Diego.

* * *

Southwest: Utah—Salt Lake City, Bryce Canyon and Zion National Parks. Arizona—Grand Canyon, Petrified Forest prehistoric remains, Phoenix, Apache Trail. New Mexico—Santa Fé, Indian Detours, National Monuments, Carlsbad Caverns National Park.

* * *

Alaska—Inside Passage, Skagway, Atlin Lakes, Yukon trips, Dawson, Fairbanks, Mt. McKinley National Park, Seward, Cordova.

* * *

Pacific Tours—Hawaii, Orient, South Sea Islands, New Zealand, Australia.

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# With Washington in New England

"To acquire knowledge of the face of the country, the growth of agriculture thereof, and the temper and disposition of the inhabitants toward the new Government," President Washington in 1789 made a New England tour through Connecticut, Rhode Island, Massachusetts, New Hampshire, as far as Kittery, Maine.

To-day some of the main arteries of vacation travel follow the course of the dirt roads over which rolled Washington's coach. And what a diversity you have in this corner of our country!

Walter Prichard Eaton says in the booklet of the New England Council:

"New England has six hundred miles of mountain trails through deep forests and over mile-high summits. It has hundreds upon hundreds of miles of seacoast—wave-battered granite buffeting the gray Atlantic, and level sand warm to the lip of the bay waters. It has thousands of beautiful lakes at the foot of green hills or hidden in cool woods. It has mile after mile of paved highway leading to these trails and beaches and lakes. It has golf courses everywhere, in a climate where fairways do not burn. In summer it holds relief from southern heat and city dust, and in winter its hills are a white invitation to skiis and snow-shoes.

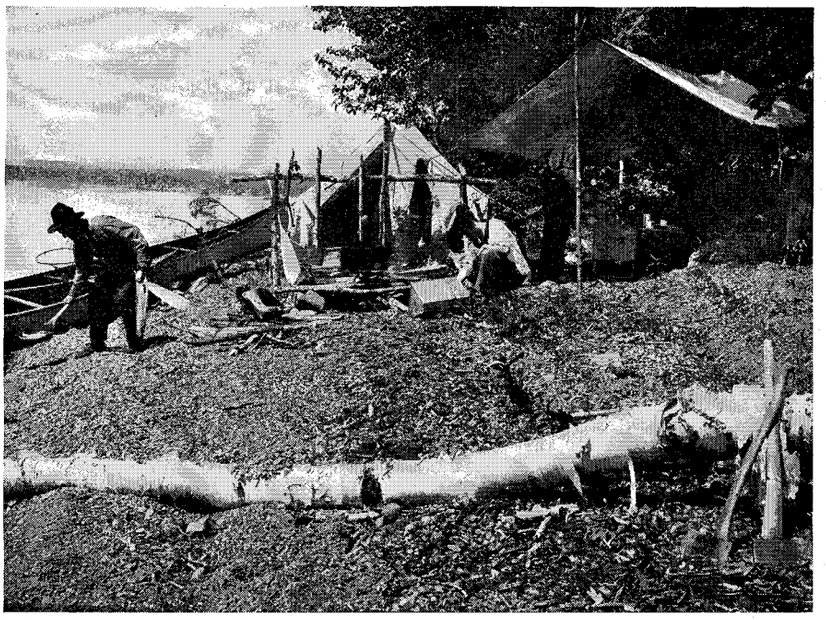
"Two hours from New York and the tramper can begin his rambles in the Connecticut hills. Three hours, and he can be in the Berkshires. Half a day, and he can begin the long trail up the sky-spine of the Green Mountains. The White Mountains of New Hampshire will lift him for miles above timber line. Katahdin in Maine will give him, in the heart of the wilderness, the finest precipices of the Rockies. An hour from New York along the Sound, and the New England shore begins, with every kind of coast and water, cape and island, to the Bay of Fundy.

"But all this is still not New England. New England is more than mountain, lake and ocean, golf course and hotel, bathing beach and forest trail. It is a land of ancient memories dear to every American, of landscapes mellowed by three hundred years of human occupation, of villages grown gray and lovely under immemorial elms, of houses proud with the grace of the eighteenth century, and fields where our fathers fought for freedom."

Who, therefore, could not be stirred by Faneuil Hall, Paul Revere House, Bunker Hill Monument, and other scenes in or near Boston; Concord with its memories of the Minute Men, and Lexington of historic associations; Plymouth and its reminders of the Pilgrims.

The New England Council, Statler Building, Boston, has mapped a series of delightful New England vacation tours with costs, time, etc., while individual State detailed information may be had from the New Hampshire Publicity Department, Concord; Maine Publicity Bureau, Portland; Vermont Bureau of Publicity, Montpelier and from the New Haven; Boston & Maine; Maine Central; Bangor & Aroostook rail systems, and the New England Steamship Co. and Eastern Steamship Lines.

If you are in New England August 31 you may enter the area of a total eclipse of the sun.



Courtesy of the Maine Central Railroad Company

Close to Nature in the Heart of Maine

# Washington Routes in New Jersey

You will find northern and central New Jersey criss-crossed with the comings and goings of Washington from the old André prison house at Tappan, just beyond the northern border, to Washington Crossing on the Delaware near Trenton.

Indeed, according to the historical map issued by the State Highway Commission, Washington in his campaign routes of 1776, 1777, 1778 and 1781 occupied headquarters at almost twenty-five places in New Jersey.

From the Delaware it is a short trip across the State to New Jersey's famous Atlantic seashore resorts, including Long Branch, Asbury Park, Spring Lake, Barnegat Bay, and year-round Atlantic City and Cape May.

In the opposite direction, beyond the State line, are Delaware Water Gap, Mauch Chunk, and the Pocono Mountain playgrounds.

# Toward the Potomac

Again following Washington's travels, you may join the bicentennial pilgrims who are flocking to the nation's capital. On the way you should stop to see Philadelphia's Independence Hall where Washington received his command to the Continental Army.

You will find in Washington absorbing interest in the great government buildings and their official machinery; the lofty Washington Monument and impressive Lincoln Memorial; parks and homes of the distinguished; Arlington with its historic Lee Mansion and immortal Tomb of the Unknown Soldier, etc.

Then you will, of course, cross the new Potomac Bridge and ride over the magnificent new boulevard to Alexandria and Mt. Vernon, saturated with memories of Washington.

Neither should you omit a trip to the northern neck, with its George Washington Birthplace National Monument, a restoration of the fine old colonial house at Wakefield where Washington was born, and other Washington associations near Fredericksburg.

# Other Virginia Shrines

A cruise down Chesapeake Bay from Baltimore or Washington brings you to Old Point Comfort and Norfolk, approaches to the Colonial National Monument. Within this fine public domain is Yorktown, where closed the Revolution; romantic Williamsburg, the ancient capital, which often saw the Washington coach in its Duke of Gloucester Street as he came to sit in its House of Burgesses; and Jamestown, where landed the first colonists.

Then there's Richmond in this "Cradle of the Nation," with a long list of the illustrious, including Patrick Henry, Orator of the Revolution.

Toward the Blue Ridge are other Washington pathways to and through the beautiful Shenandoah Valley, with its marvelous caverns, to Natural Bridge and Virginia Hot Springs, and to White Sulphur Springs, West Virginia.

Near-by Winchester, in the Great Valley, is the site of Fort Loudon, built by Washington.

# Great Lakes Waters

While Washington did not reach the shores of our great inland seas, he did come within a few miles of Lake Erie. When twenty-two years old he led a party of Indians from Fort Duquesne (Pittsburgh) through the wilderness of the Alleghany Valley with a message from Governor Dinwiddie to the French Commander of Fort Le Bœuf, which stood a short distance from Fort Presque Isle (now Erie).

The Indians told of the vast waters stretching far westward, which to-day offer infinite vacation objectives.

Thus there are Great Lakes trips to meet various time and expense limits.

From Buffalo, eastern gateway, with Niagara Falls near by, you may take the overnight trip to Cleveland and Detroit.

A nine-day cruise takes you over the 1,115 miles to Duluth and back, and if you have seven days you can sail over the 951 miles of water to Chicago and return.

There's nothing monotonous about these lake-to-lake trips. As your ship passes through the connecting waterways, such as Lake St. Clair and St. Marys River, the Straits of Mackinac and the Soo Locks, there is a constantly changing panorama. Then there are sightseeing trips ashore.

In Cleveland you will admire the lofty Terminal Building, Civic Center, parks and home communities, and visit the not-far-distant Perry Monument at Put-in-Bay.

Detroit, forge of the motor industry, welcomes you to her great factories and waterside parks.

At historic Mackinac the horse-drawn stages take you to ancient forts, fur-trading posts, and natural beauties.

Along the shores of these lakes are necklaces of other Michigan resorts on that State's main and northern peninsula.

Picturesque shores of Lake Superior point your way to dynamic Duluth, western gateway to the inland seas.

Between Buffalo and Detroit and Buffalo and Chicago are operated steamships of the Great Lakes Transit fleet, with all-expense cruises.

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All-expense weekly cruises between Buffalo and Chicago are featured by the Chicago, Duluth and Georgian Bay Transit Company. Calls are made by each line at principal ports.

Between Port McNicoll, Owen Sound, Port Arthur and Fort William, Ontario is the route of the Canadian Pacific Great Lakes Steamships, and between Sarnia, Windsor, Port Arthur and Fort William the Northern Navigation steamers.

Service between Buffalo and Cleveland; Cleveland, Cedar Point and Put-in-Bay; Cleveland, Toledo and Detroit; and Cleveland and Port Stanley, Ontario, is provided by the Cleveland and Buffalo Transit Company. Between Buffalo and Detroit; Detroit and Cleveland; Detroit, Mackinac Island and Chicago, by the Detroit and Cleveland Navigation Company liners.

From Chicago to resorts on the eastern shore of Lake Michigan are routes of the Goodrich Transit steamers.

## Minnesota's Waters

Coming down the gangplank at Duluth, you enter a land of forest and blue water beloved by sportsmen and nature-lovers.

You will do well to go to the Twin Cities, Minneapolis and St. Paul, in Hiawathaland. In themselves and all about them are tourist attractions such as Lake Minnetonka and St. Croix Falls.

Then you can not resist pathways to the State Parks and National Forests that cover so much of the State, and the far-famed "Ten Thousand Lakes" region in the heart of nature.

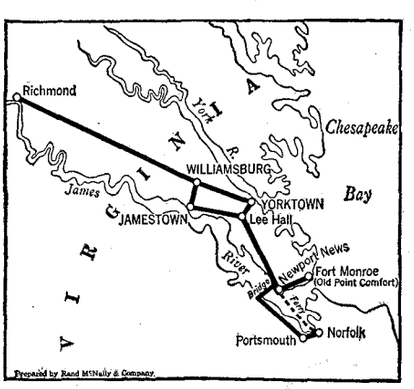
From the picturesque valley of the Mississippi River you may explore labyrinths of lakes in Wisconsin and its 10,000 miles of trout streams and the beautiful Dells of the Wisconsin River.

. Main travel arteries leading northwest from the Twin Cities give you the urge to follow the ancient trails of explorers and Jesuit missionaries toward the West, extending the nation which Washington helped to begin.

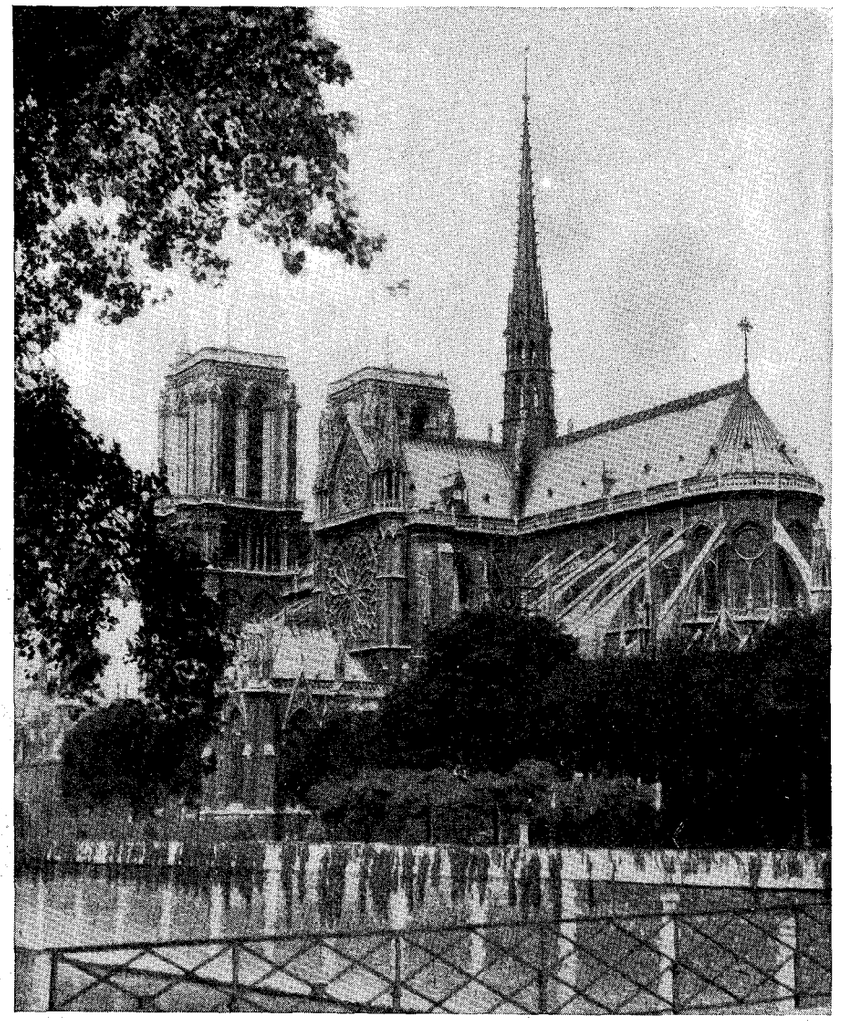
### COASTWISE TRIPS

Salt-water trips are pleasant vacation experiences. They are inexpensive, and meet various time requirements. Besides regular Atlantic coastwise services, numerous cruises will be operated this summer between New York, Halifax, Quebec and Montreal. Details may be had from Tourist Agencies. The following are coast-wise lines having New York offices:

| | |
|---|---|
| New England Steamship Co. | Eastern Steamship Lines |
| Furness Red Cross Line | Merchants & Miners Transportation Co. |
| Furness Bermuda Line | United Fruit Co. |
| Savannah Line | N. Y. & Porto Rico Steamship Co. |
| Clyde Line | Morgan Line (Southern Pacific System) |
| Ward Line | Munson S. S. Line |
| Mallory Line | Furness Prince Line |
| Dollar S. S. Lines | Panama Pacific Line |
| Grace Line | |




Colonial National Monument



# Three weeks of France

**. . . FOR THE COST OF A TRIP AT HOME!**

THERE's no parlor magic in this! It's been made possible by the 20% rate cut and by the enlargement of Tourist Class on French Line express steamers . . . luxury, comfort, fast passage, at the lowest rates since 1914!

If you're planning a three-week trip this summer in these grand (but familiar) United States . . . then, for the same amount of money, you can have three glorious weeks of France . . . weeks to be remembered a lifetime!

Think of what can be done in ten days in Paris . . . the theaters, cafés, shops to visit . . . the chateau-studded countryside within easy reach . . . all yours! And then, to round out your three weeks, are those delightful days you'll have coming and going on the French Line . . . France Afloat.

That's where your extra days of France are gained. France begins for you at Pier 57, New York. . . . Charming company, delicious cooking, English-speaking service, sturdy seamanship . . . they're French Line tradition! Ask any travel agent for the details. The French Line, 19 State Street, New York City.

**French Line**

ILE DE FRANCE, June 22, July 9, July 29 • CHAMPLAIN, June 30, July 19, August 20 • LAFAYETTE, June 21, July 16, August 6 • DE GRASSE, July 28, August 27 • ROCHAMBEAU, July 12, August 17 • PARIS, June 29, July 22

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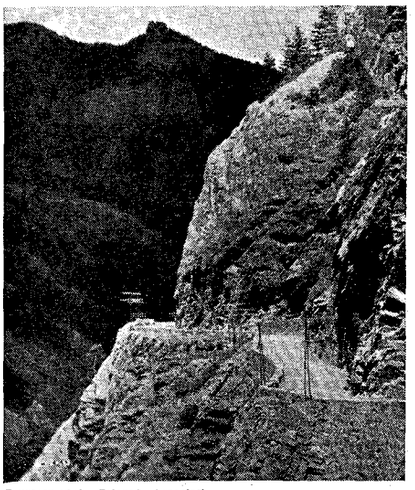
# Call of the Historic West

Heed this call and you are led to the historic Black Hills of South Dakota, with their reminders of Custer, and with colossal carvings on the face of Mt. Rushmore depicting Washington, Jefferson, and Lincoln, an imperishable record for the coming centuries.

The mountain rises majestically from the Custer State Park, and your convenient approach is by motor-coach from Rapid City (Milwaukee System and the Chicago and Northwestern System).

You may also visit romantic Deadwood;



Courtesy of the Colorado Association

Along Colorado's Lofty Highways

the passages of Jewell Cave National Monument; the plant fossils of Fossil Cycad National Monument; and the strange formations of Wind Cave National Park on the southern route to Hot Springs resort.

Beyond the Black Hills, going west into Wyoming, you enter a famous dude-ranch country with Sheridan its center.

The western horizon is outlined by the Big Horn Mountains, in the Big Horn National Forest.

From Sheridan the Burlington Route takes you up into Montana to the tragic scene of the Custer Battlefield near Hardin.

# Four Famous National Parks

Black Hills and Big Horns have been your prelude to the Rocky Mountain glories that await you in four National Parks—the Yellowstone, directly west of the Big Horns; Grand Teton, eleven miles directly south of Yellowstone; Rocky Mountain, south of the Wyoming border in Colorado; Glacier, northwest of Yellowstone on Montana's northern border and adjoining Waterton Lakes National Park in Canada. Travel routes connect them all.

You will not lack thrills if you visit Yellowstone. Here you will see more and greater geysers than anywhere else in the world. Then there is a petrified forest, a canyon with varicolored walls, waterfalls which countless artists have transferred to their canvases, virgin forests and wild life, some of it delightfully tame.

Through the south entrance a Yellowstone road leads you into the sublime scenery of the Teton Mountains, beneath whose spires nestle lakes of rare beauty. Yellowstone Park Transportation Company's motor-coaches take you to both parks on organized trips if you haven't your own car.

The rail gateways include: for Yellowstone, Gardiner (north), Northern Pacific; Cody (east), Burlington Route; Lander (south), Chicago & Northwestern; West Yellowstone (west), Union Pacific; Gallatin Gateway (northwest), Milwaukee System and Northern Pacific System. Grand Teton lies on the Lander approach and is reached also from Rock Springs (Wyoming), Union Pacific.

From Yellowstone, following the northwestern routes of travel, you come to Glacier National Park and its adjoining Waterton Lakes, Canadian National Park.

You will not dispute the conservative National Park Service's description which tells you that this playground of almost one million acres contains "the noblest mountain country in America." Glaciers lying between richly colored rocks, snowy summits reflected in crystal lakes, it is all of "indescribable beauty" as you see it from motor-car, trail, or boat, from Glacier Park Station, or Belton on the Great Northern Railway.

# Where Else Than in Colorado?

Southeast of Yellowstone and Grand Teton stretches the pathway to Cheyenne, and then south into Colorado. And right up near the northern border you reach the gateways of Rocky Mountain National Park and are in the midst of Colorado's varied wonderlands.

From flower-carpeted valleys and gorges you look skyward to towering summits, Long's Peak dominating. Over the Fall River Road between Estes Park on the east and Grand Lake on the west you may cross the Continental Divide at an altitude of 11,797 feet.

Estes Park village, eastern and principal entrance, is connected by automobiles of the Rocky Mountain Parks Transportation Company with Denver, as well as with the railroad stations at Fort Collins and Greeley, on the Colorado & Southern and Union Pacific Railroads; Loveland, on the Colorado & Southern Railroad; Lyons, on the Chicago, Burlington & Quincy Railroad; Longmont and Boulder, both on the Colorado & Southern Railroad.

Grand Lake village, the western entrance, is connected by motor service with Denver, as well as with the railroad at Granby, on the Denver & Salt Lake Railroad.

From the time you enter Colorado you are conscious of being uplifted from the commonplaces and worries of life in playgrounds of inspiration. Even human creations assume added attraction.

What other city has a mightier mountain panorama than Denver's, the travel hub, and what other has 10,000 acres of mountain parks at its door? Where else than at Colorado Springs and Manitou can you golf under the shadow of a towering peak, that uplift discovered by Pike? What other State provides thirteen million acres of National Forest?

You can not avoid superlatives in Colorado. Over the Evans Highway you drive your car to the highest altitude reached by roads; over the Royal Gorge you cross the world's loftiest suspension bridge; in Mesa Verde you examine the largest collection of prehistoric dwellings, and so on.

State and National reservations are scattered all over the State.

Near the western border, in the Grand Mesa region, you may visit the lofty monoliths of Colorado National Monument and the prehistoric tower of Hovenweep National Monument.

In southwestern Colorado the Wheeler National Monument encloses curious natural formations and Yucca House on Sleeping Ute Mountain's prehistoric ruins.

Newest of Colorado's national reservations is the Great Sand Dunes National Monument, established last March, and including picturesque sand formations in the San Luis Valley on the western slope of the Sangre de Cristo mountains near Alamosa. The colors of these sands in varying lights, from silver to crimson, furnish a rare display of nature's beauties.

Near the southwestern border you come upon the amazing collection of prehistoric dwellings contained in the Mesa Verde National Park (Denver & Rio Grande Western System).

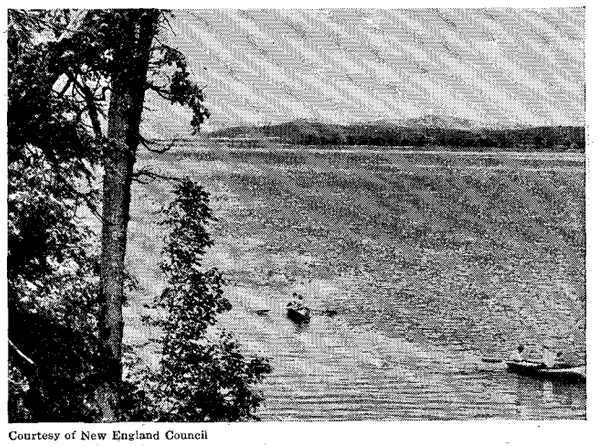
You may reach Denver directly by the following railroads: Atchison, Topeka & Santa Fé; Chicago, Burlington & Quincy; Chicago, Rock Island & Pacific; Colorado & Southern; Denver & Rio Grande Western; Denver & Salt Lake; Union Pacific; and Missouri Pacific.

# Marvels of The Southwest

From Colorado you may travel to Salt Lake City, listen to the great organ in the Mormon Tabernacle, and visit other popular tourist objectives.

Then board the Union Pacific train to Cedar City, take a motor-coach, and you enter nature's art galleries. Realities are left behind as you gaze upon the gorgeous colorings of Cedar Breaks; the domes, spires, and temples of Bryce Canyon National Park, and the mighty cliffs of Zion National Park—"A Yosemite done in oils."

Then you will go on for the impressive moment when, standing upon the brink of the Grand Canyon, nature's great culmination discloses itself. Here, from Grand Canyon Lodge at Bright Angel Point, your eyes look across the miles of colorful depths



Courtesy of New England Council

Glimpse of Vermont's Lake Champlain Shore

TRIPS BY AIR

Services are being perfected and new lines added constantly to the Airway Map, forming a network of local and through routes. Following are among the most extensive systems, each having many connecting lines:

United Air Lines—Coast-to-Coast entirely by air and also by coordinated rail service via New York Central System.

American Airways, Inc.—Coast-to-Coast.

Transcontinental & Western Air, Inc.—Coast-to-Coast entirely by air or by coordinated rail service via Pennsylvania Railroad.

Eastern Air Transport, Inc.—New York, Miami, etc.

Pan American Airways System—Miami, West Indies, Mexico, South America.

Information regarding schedules, rates, etc., is obtainable from the New York and other offices of the above systems.

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to El Tovar, the Santa Fé System's approach to the South Rim.

From El Tovar, wonderlands of the Southwest are accessible—the Painted Desert, Petrified Forest, prehistoric Cliff Dwellings, historic Santa Fé, Indian civilization, as seen from the Santa Fé's Indian Detours," the subterranean marvels of Carlsbad Caverns National Park, to which rail approaches are from Carlsbad, New Mexico (Santa Fé System) and by motor-coach from El Paso, on Southern Pacific; Rock Island Route; Texas and Pacific Railway (Missouri Pacific System). On the latter system and the Rock Island Route are found also the healing waters of Hot Springs National Park in Arkansas, popular all-year resort.

Then, even more southerly, over the Southern Pacific's Sunset Route from New Orleans to California, you may pause at Houston, Galveston, or San Antonio's Alamo, travel by motor-coach over the fascinating Apache Trail, and go sightseeing at Phœnix.

## Include the Northwest

This summer, on your trip to or from California, you may include a visit to the Pacific Northwest without extra cost on the round-trip ticket. And it's worth while to put this region in your itinerary.

Fill your lungs from the reservoir of its cool, invigorating air. Feast your eyes upon its snowy peaks, its forests of Douglas fir, its fresh and salt waterways, its clean, new cities, and you will accumulate happy travel memories to take home.

All of the six Northern transcontinentals take you directly to this "charmed region"; the Canadian National Railways; Canadian Pacific Railway; Great Northern Railway; Northern Pacific System; the Milwaukee System; Union Pacific Railway.

Over the Canadian lines you come to British Columbia, northern member of the Northwest group. Turn to our Canadian section for some of its many attractions.

From Vancouver run the southern arteries, motor and rail, leading toward California. Under the Peace Arch you cross the Washington border at Blaine. Now unfold the scenic beauties of the Puget Sound country.

At Bellingham a motor road takes you through the Mt. Baker National Forest to Mt. Baker Lodge on this northern sentinel.

Returning to the main route, you are soon in Seattle, ocean gateway to Alaska, the Orient, and the South Seas. You will admire its deep salt- and fresh-water harbors, its two thousand acres of parks, and its drives through other natural beauties.

Continuing you will come to Tacoma, another ocean gateway, another civic achievement reflecting the distinctive spirit of the Northwest cities. And from Tacoma is the direct rail and motor approach for the Mountain Monarch to which your eyes look up from her streets with the reverence of the Indians of old to which it was a deity.

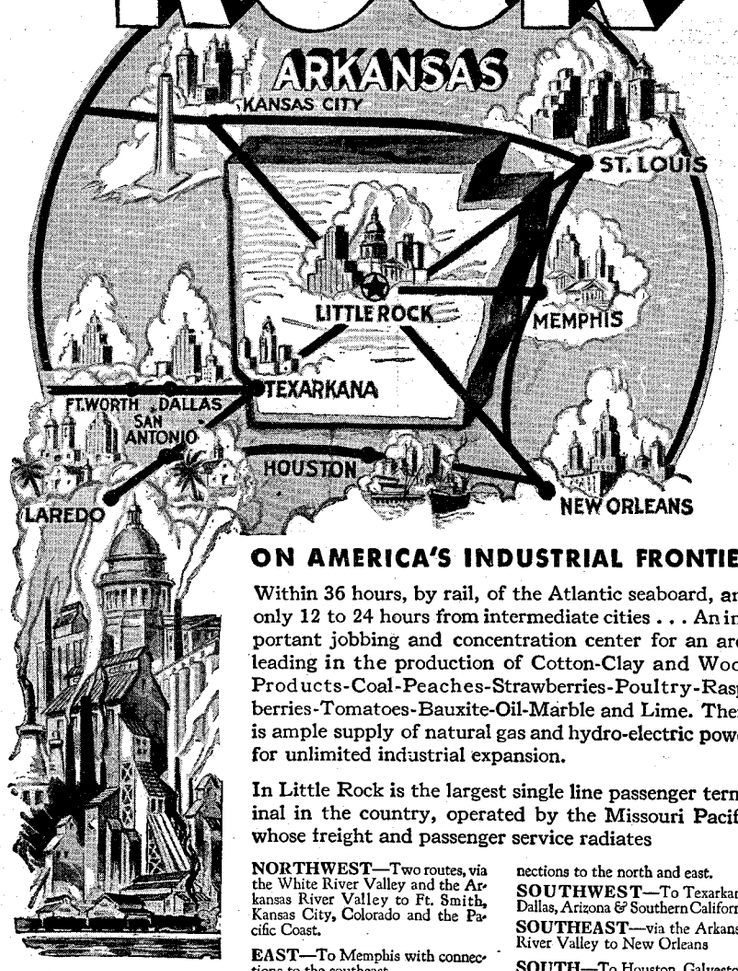
Mt. Rainier is the loftiest summit of the Northwest, and you will not, of course, omit the short trip to Paradise Valley, within the Mt. Rainier National Park, to see its glaciers, gorgeous flower carpets, and evergreen forests. Motor-coaches are available at both Seattle and Tacoma, and the Milwaukee System train takes you from Tacoma to the Ashford approach.

South of Tacoma's Commencement Bay there is another side trip of reward. At Olympia you should pause to sample its famous oysters, and then motor over the recently completed Olympic Peninsula Loop Highway, with its succession of mountain, lake, National Forest, and coast-scenic glories.

If you would see a city planned and built on the latest twentieth-century standards of industry and idealism, pause at Longview. You'll find it free from old-fashioned traditions, and its great Long-Bell and Weyerhaeuser plants are among the biggest in the lumber industry.

Oregon welcomes you in the same fine


LITTLE ROCK






**ON AMERICA'S INDUSTRIAL FRONTIER**

Within 36 hours, by rail, of the Atlantic seaboard, and only 12 to 24 hours from intermediate cities . . . An important jobbing and concentration center for an area leading in the production of Cotton-Clay and Wood Products-Coal-Peaches-Strawberries-Poultry-Raspberries-Tomatoes-Bauxite-Oil-Marble and Lime. There is ample supply of natural gas and hydro-electric power for unlimited industrial expansion.

In Little Rock is the largest single line passenger terminal in the country, operated by the Missouri Pacific whose freight and passenger service radiates

**NORTHWEST**—Two routes, via the White River Valley and the Arkansas River Valley to Ft. Smith, Kansas City, Colorado and the Pacific Coast.

**EAST**—To Memphis with connections to the southeast.

**NORTH**—To St. Louis with connections to the north and east.

**SOUTHWEST**—To Texarkana, Dallas, Arizona & Southern California

**SOUTHEAST**—via the Arkansas River Valley to New Orleans

**SOUTH**—To Houston, Galveston, the Rio Grande Valley, Waco, Austin, San Antonio, Mexico.

**DEPENDABLE FREIGHT AND PASSENGER SERVICE**

"A SERVICE INSTITUTION"

**MISSOURI PACIFIC STAGES**
**AUXILIARY TO MISSOURI PACIFIC LINES**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AMERICANS OF TASTE AND INTELLIGENCE come to Europe to gather the flowers of European culture. The Lake District is a garland of English culture! Over these hills and dales Coleridge and Wordsworth used to walk and argue the rules of prosody. By the side of these lakes Ruskin walked to find relief from the heat of his own indignation. Southey wandered here wondering what he could do to save his brother-in-law.

Come and live for a few days where great English poets lived. Some of the best trains in the World go from Euston Station to the Lake District.

L M S

LONDON MIDLAND AND SCOTTISH RAILWAY OF GREAT BRITAIN

*Illustrated pamphlets from T. R. Dester, Vice-President—Passenger Traffic, (Dept. A29) L M S Corporation, 200 Fifth Avenue, New York City, or from your own Ticket Agent.*

*VISIT*

Natural BRIDGE

FOR a joyous—unforgettable—different vacation—Natural Bridge, Va. See Nature's grandest monument at star-time when soft lights remove the robe of night and reveal it in all its breath-taking beauty. Hear flooding forth from its rocky walls Cathedral music in "The Symphony of the Centuries."

Clear, cool alpine air makes you feel gloriously alive. Ride awe-inspiring mountain trails along the crest of the beautiful Blue Ridge. Motor through the enchanting James River Gorge to peaks 4,200 feet high and through the sky-winding Virginia Tyrol. Swim in the limpid pool—fish tumbling streams—enjoy old Virginia cooking. Sleep under blankets.

Open all year. Washington Bi-centennial visitors should be sure to see it.

Rooms $1.50 to $5.00 a day. *Write for booklet*

MANAGER NATURAL BRIDGE HOTEL
*NATURAL BRIDGE, VA.*

spirit of the Northwest, and here, on another great harbor, sharing the fame of both the Columbia and Willamette rivers, is her City of Roses, Portland. If you love flowers, see Portland's lovely gardens; if you prefer scenery, motor over her spectacular Columbia River Highways east to The Dalles or west to Astoria, and on to the Pacific bathing beaches at Seaside. Then inland there are the forest lands of Mt. Hood, Mt. Adams, and Mt. St. Helens.

Neither in British Columbia, in Washington, nor in Oregon are the attractions confined to this coastal strip.

You reach the Pacific through river valleys of grandeur in British Columbia.

Central and eastern Washington and Oregon are endowed with natural beauties worth going far to see.

By the United States transcontinentals you cross Montana and Idaho to Spokane, eastern gateway to Washington's "Inland Empire," with its fruitful valleys, exquisite Lake Chelan, and Chelan and Wenatchee National Forests. Here, too, are natural wonders such as the "Grand Coulee" formations near Spokane.

In crossing Idaho you have traversed the Cœur D'Alene lake region, one of Idaho's many natural attractions. Southward flows the Snake River, which formed a link in the "Road to Oregon" followed by the covered wagons from Fort Hall to Boise, the present capital city. On over the Blue Mountains of Oregon they went, to Whitman's Mission (the Walla Walla, Washington, of to-day), thence to the Columbia, and along this river to The Dalles, continuing by river or land to Fort Vancouver, opposite Portland.

In eastern Oregon are the heavily wooded regions of the Whitman, Wallowa, and Umatilla (partly in Washington) National Forests. In southern Oregon are such entrancing lake regions as Malheur, Campbell, Summer, and Klamath.

Following the main routes from Portland through Salem, the capital, you have panoramic views of the Cascades, Oregon's mountain backbone. As you come south on the Southern Pacific's Shasta Route—connecting rail link between the Northwest and California—the railway forks at Eugene, the Cascade Line looping to the east and the Siskiyou Line to the west of Crater Lake National Park.

You stop off at Klamath Falls on the first-mentioned line, and at Medford on the latter, for motor-cars of Crater Lake National Park Company operating to Crater Lake Lodge.

In the heart of the Cascades and filling the crater of a prehistoric volcano you will find Crater Lake, "a sea of sapphire" and "one of the most beautiful spots in America," to quote the Government's words.

## What to Enjoy in California

After you have seen Crater Lake and again turn southward, California lies ahead. Two inviting pathways lead across her borders.

You may follow the Shasta-Sacramento Valley route, or make the Redwood Empire Tour. Each has distinctive attractions.

### FROM SHASTA DOWN THE VALLEY

If you select the Valley route, Mt. Shasta's snowy crown, towering aloft more than 14,000 feet from the Shasta National Forest, will be an inspiration for many miles in this Shasta-Cascade wonderland.

There will be a pause at Shasta Springs, and later, if you would look upon amazing natural phenomena, drop off the train at Redding.

Through the primeval woods of Lassen National Forest a motor-coach will take you to the peaks, cones, lava fields, fumaroles, hot springs, mud volcanoes, boiling lakes and chromatic dunes of Lassen Volcanic Park. These strange scenes seemingly take you into a different universe.

When you return to the main routes (you may also reach Lassen from Paxton on the Western Pacific), the Sacramento Valley leads you on to California's capital. Here begins the romantic history of California, one of the subtle charms of this State.

For here you may see the restoration of Sutter's Fort of pioneer and prospector fame, and follow the Gold Trail to Coloma, where the discovery of gold led to the mad rush of the forty-niners. Sacramento is to-day a modern city, and from it you may seek the recreational riches of the Feather River country or follow the travel routes to San Francisco or the San Joaquin Valley.

### THROUGH THE REDWOOD EMPIRE

If you elect to enter California through the Redwood Empire, your trip begins at Grant's Pass, Josephine County, Oregon, on the Southern Pacific and Pacific Greyhound Lines. By motor-coach, or your own car, you set forth upon the Redwood Empire system of highways, traversing for many miles the great Siskiyou National Forest. Before you reach the State line there is a side trip to the underground fantasies of Oregon Caves National Monument. Then, entering California, the Redwood Highway winds to the Pacific Coast.

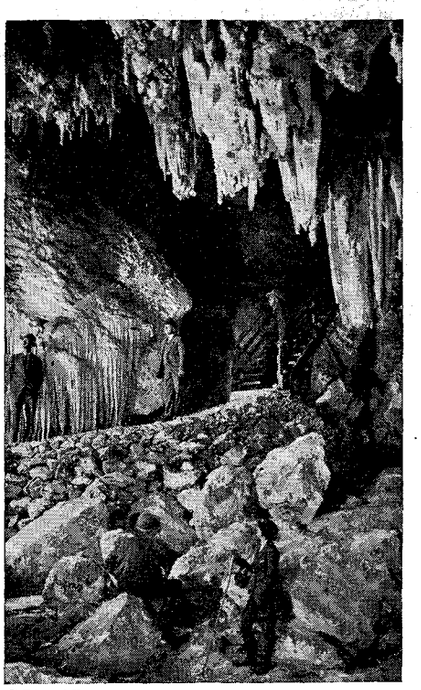
At Crescent City, named for its curving bay, the Oregon coast highway, coming down from Astoria, joins the Redwood Empire, forming another entrance from the Northwest.

Now for over 100 miles you are to ride through shadowy aisles between giant redwoods—thousands of years old—some reaching a height of 364 feet and a diameter of 25 feet! It is an unusual, impressive experience. California, realizing her priceless heritage in these forest giants, is preserving them for all time in State Parks, through which your route takes you.

There are rugged lofty cliffs from which you obtain sea vistas, such as the headlands of the Del Norte and Humboldt regions. River after river is crossed. At Eureka is Northwestern Pacific rail connection for San Francisco.

The Redwood Highway, now striking inland, takes you through more groves of giant redwoods in Mendocino County—to the waterways of Lake County—with Clear Lake, California's largest fresh-water body, wholly within its borders; here you may visit Blue Lakes and mineral springs.

The way then leads into Napa County



© Edward Kemp
Courtesy of the Santa Fe System Lines

A Trail in Carlsbad Caverns

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around Mt. St. Helens, extinct volcano, past Robert Louis Stevenson's monument, over his "Silverado Trail" to Calistoga, where natural geysers spout frequently.

Then you enter diversified Sonoma County, with its steam geysers; its petrified forests, its historic Sonoma Mission, in Jack London's "Valley of the Moon"; Russian River resort colony; etc.

Finally, before you rises Mt. Tamalpais—in "Marvelous" Marin County—sentinel of the Golden Gate, overshadowing pleasant bathing beaches and a spectacular coastline; also yacht harbors, bays and inlets. In Muir Woods National Monument stand the southernmost giant redwoods in the Empire. At Sausalito, the dramatic spectacle of San Francisco southern gateway to the Redwood Empire suddenly unfolds.

## ACROSS THE BAY TO SAN FRANCISCO

You will sit out on deck of the big Sausalito ferry-boat. Everybody does, because there to the west lies the fabled Golden Gate, and ahead, rising from its wharves to its palace-crowned hills, is the city you have read about, thought about and dreamed about—San Francisco!

After you have landed and passed through the Ferry Building into Market Street, you will begin to realize why this is one of the world's famous cities.

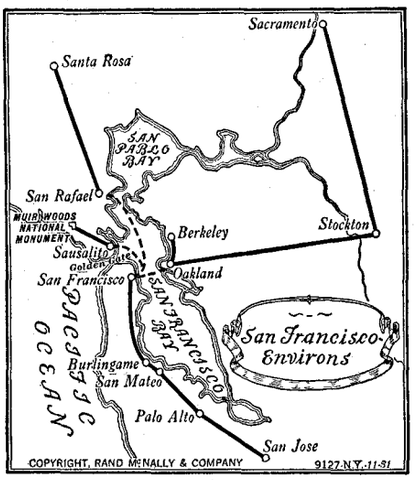
It has the magnetism of a rare and colorful personality. It has an individuality which makes it impossible for you to compare it with any other city. The pagodas and Oriental bazaars of its Chinatown; its Embarcadero, with shipping from every sea; its Presidio; its Spanish, French, Italian, Chinese restaurants; its palatial hotels a block or so from ancient Mission Dolores; its memories of padres, pioneers, gold-seekers, famous men; the panoramic views from its peaks; its incomparable Golden Gate Park—all from the most cosmopolitan yet most American, the most romantic yet modern city which you can find in all America.

The sight-seeing motor-coaches will whisk you off on varied excursions—to Berkeley, with its University of California; to Palo Alto of President Hoover and Stanford University fame; to Oakland, with its skyline, drives, and city lake, and to as many others as your time will permit.

## TOWARD SEA AND MOUNTAIN

From San Francisco to more distant places are trips ranging from a few hours to a day, and you will do well to include some of them in your itinerary. You may choose between coast and High Sierra. First let us visit the former.

Down the San Mateo Peninsula you may follow the historic pathway of the padres, El Camino Real, to San José in the fruitful Santa Clara Valley. Toward the east rises Mt. Hamilton, with its famous Lick




San Francisco and Environs

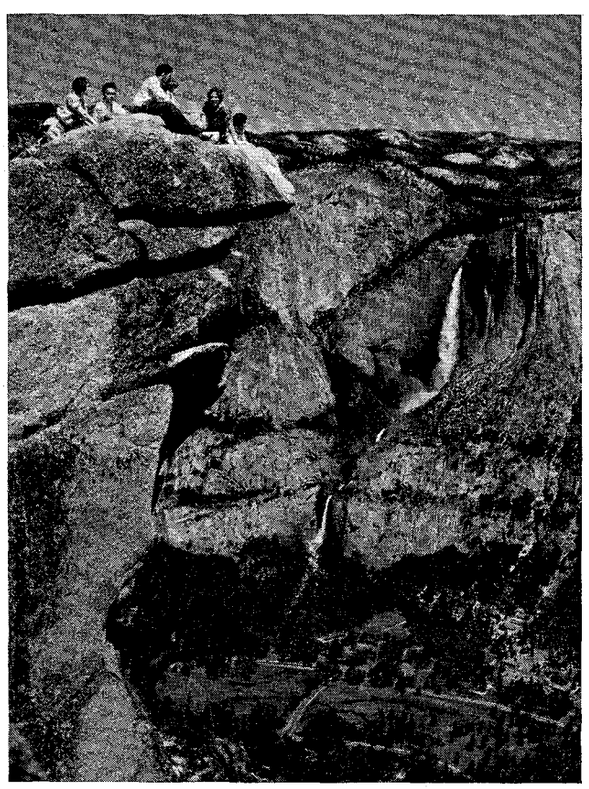
Observatory. Toward the southwest, through Los Gatos and the Santa Cruz Mountains, is the route to Santa Cruz, with its Big-Tree Grove, California State Redwood Park, and broad bathing beaches, two of which are Ocean State Parks.

## MONTEREY PLAYGROUNDS

From Santa Cruz you look across the blue waters of Monterey Bay to one of California's notable travel and recreation objectives—the Monterey Peninsula. Here, in a setting of 20,000 green acres with golf courses, bridle paths, sylvan walks and bathing-pools, is Del Monte the captivating.

Take the "Seventeen-mile Drive" from Del Monte around the Peninsula and you will see the ancient buildings of Old Monterey, where the Dons landed eighteen years before the *Mayflower* reached Plymouth, and later established the first capital.

Along the coast you will admire a succession of seascapes; admire the picturesque trees of Cypress Point, and then, along Carmel Bay, come to the far-known Pebble Beach Golf Course, and to Carmel with its Old Mission and art colony.

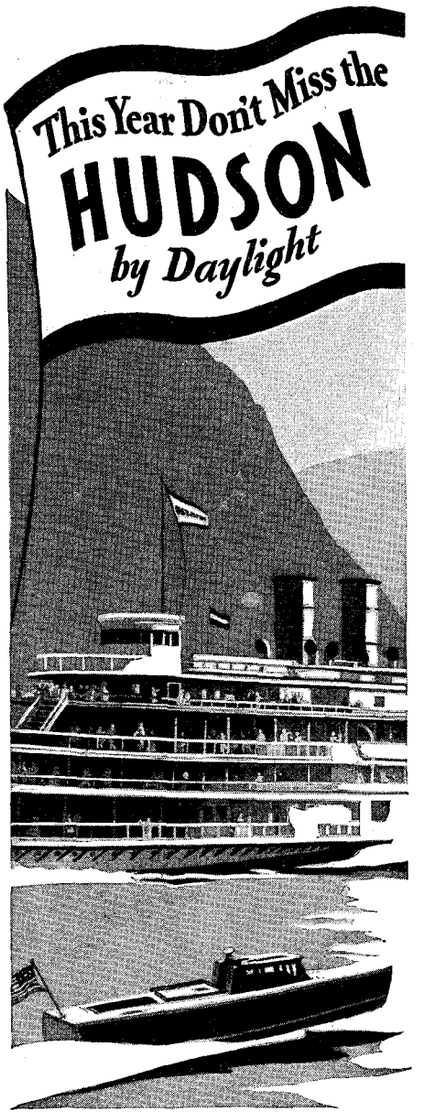


Courtesy Californians, Incorporated

Yosemite's Waters Cascade to Vast Depths

## YOSEMITE WONDERLANDS

One of the great memories you will carry back with you from California will be Yosemite. All travel arteries from San Francisco, Sacramento and Los Angeles, joining the central San Joaquin routes, lead to its approaches at Merced, Stockton or Fresno. By motor, Southern Pacific, and Santa Fé system it is accessible.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Hudson River Day Line


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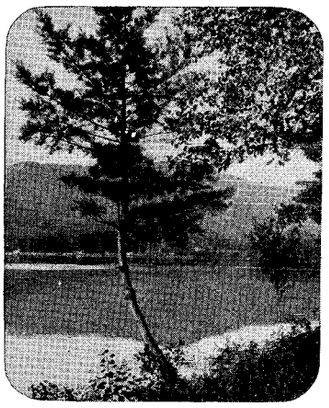

REFUGE *from Dust and Discontent*

Dive from a lake-side rock, cleaving with tired body the clear water. Feel the city's grime and irritation melt away and New Hampshire's freedom tingle through you.

You will see with new eyes trees and verdant mountains, sparkling lakes, fields fragrant with clover and new mown hay. May we send a booklet?

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Someone has said that when general business is down a bit the average man of affairs can devote more time to recreation in the country with his family. This year when you consider a New England vacation, think of

**CRAWFORD NOTCH** in the **White Mountains** of New Hampshire and, of course, the **Crawford House**

Good Cheer—Good Food—Good Health, and the special schedule of rates effective for the 1932 season, June 25th to October, raises the question whether you cannot have this satisfaction at a cost probably no more than remaining at home. For information, address, **Wm. A. Barron, Crawford House, Crawford Notch, N. H.**
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Blue Diamond Booster on your reading, sewing, shaving, bridge or other lamps enormously increases light; turns it white. Soft, daylight effect. Restful for eyes. Everlasting. Small. Compact. Self-focussing. Fits on bulbs inside of shades or other fixtures. New patent. Used by largest corporations, institutions. Postpaid $1. Money back on return.
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Quickly Relieves MOTHERSILL'S SEASICK REMEDY Travel Sickness
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Within the park you are surrounded by the beauties and majesty of nature, and come into intimate contact with immensities. Motor over the Tioga Pass to exquisite Lake Tahoe, surrounded by the Tahoe National Forest, with the Eldorado, Mono and Stanislaus National Forests adjoining, and you will see further wonders.

### TOWARD SOUTHERN CALIFORNIA

Either from Monterey or from Yosemite's approaches, travel routes invitingly lead you into the charmed regions of Southern California.

You have the choice of two main pathways to Southern California. First, the Coast Route of the Southern Pacific and El Camino Real, which we have glimpsed as far as the Monterey region. Second, the San Joaquin Valley arteries of the Southern Pacific and the Santa Fé systems, and Golden State Highway, which we have already followed to Merced.

### WHERE TROD THE PADRES

If you follow the first-named south of Monterey, you see the Mission towns, Soledad, San Miguel, San Luis Obispo, Santa Ynez. On your right are vast ocean vistas; on your left, the Coast Range, and, near by, two-million-acre Santa Barbara National Forest.

The Channel Islands loom up from the sea, and colorful, romantic Santa Barbara welcomes you. Here you will find treasured the old Spanish associations and traditions. The architecture of the padres, in modernized form, appears in the superb, white, Spanish-style court-house; in some of America's most distinctive hotels, and in the homes of many distinguished families. Its original form is still seen in the ancient adobes, and a visit to the Mission Santa Barbara will disclose one of California's most fascinating sacred edifices.

At Ventura, where rises the Moorish tower of San Buenaventura Mission, you turn a bit inland for the remaining journey to Los Angeles.

### THROUGH THE GREAT VALLEY

Along the Valley route you are in the midst of California's vast gardenland, with orchards stretching east to the base of the High Sierra and west to the Coast Range.

Here you find centers of agricultural riches, such as the modern cities of Stockton and Fresno.

And from this route diverge your pathways to the Big Tree Parks, which no visitor to California should miss.

They lie under the shadow of mighty peaks, including Mt. Whitney, highest in the United States proper, and seven other snowy summits of more than 14,000 feet.

From Fresno or Sanger, roads lead to General Grant National Park, where you may stroll in solitude beneath forest giants.

Visalia or Exeter furnishes a good approach to Sequoia National Park, where you can gaze upon the oldest and greatest living thing—the huge General Sherman Tree—over 4,000 years old. 280 feet tall, 36.5 feet in diameter, a seedling here in the year 2075 B. C.

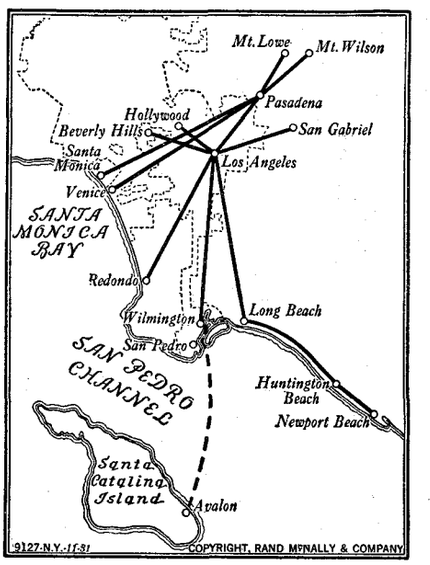
Rejoining the valley route, you continue south to Bakersfield and by highway cross the Tejon Pass, or by rail the Tehachapi Pass, on your way to Los Angeles.

### SCENE OF THE OLYMPIC GAMES

If you have come to California for the Olympic Games, Los Angeles marks your destination. Used to entertaining visitors by the thousands, "Our Lady the Queen of the Angels," as the full Spanish title has it, is a born hostess.

She discloses a youthful metropolis, American to the core.

"As New York draws from the nations across the sea, Los Angeles draws from the States of this Union. One is the melting pot of an old world. . . . The other is the boiling point of the new, the first all-American brew. Where nothing was, a little while ago, all the superlatives are coming true . . ." writes Anne O'Hare McCormick in the New York *Times* Magazine.




Los Angeles and Vicinity

And as for the Olympic Games, holding the spotlight July 30 to August 14, there is a 110,000-spectator stadium and a variety of hotels for visitors.

Of course you would not think of coming to Los Angeles without seeing at least some of her famous environs.

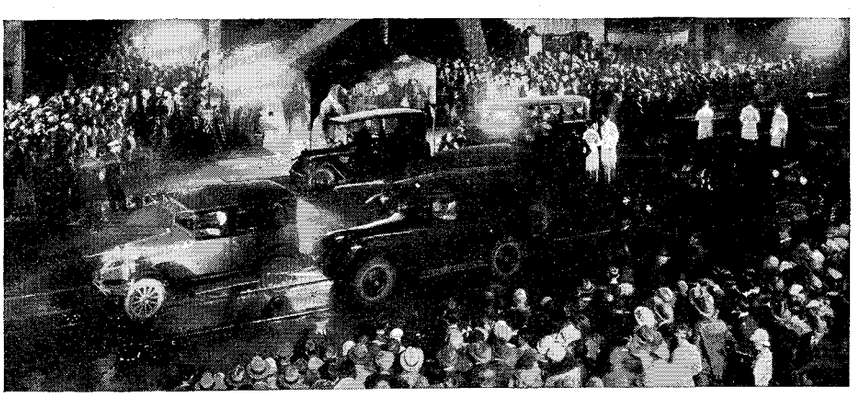
Hollywood and Beverly Hills, with their villas of stardom, their studios and theaters, where no structure stood a few years ago, may claim your first choice.

Then there is queenly Pasadena, with its sumptuous homes, and the classical palace of Huntington Art Gallery.

Mt. Wilson, with its observatory, shows you the whole Los Angeles panorama.

If you are fond of bathing, several fine beaches, including the city of Long Beach, are a few miles distant.

And off-shore there is the invigorating trip to Santa Catalina, an insular paradise.



Courtesy of the All Year Club of Southern California

Lights, Crowds, Stars, Excitement Attend a Hollywood Premier

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### CITY OF RAMONA

Bidding Los Angeles farewell, you may continue southward to another California travel magnet, San Diego, visiting en route the picturesque Mission San Juan Capistrano, and La Jolla Caves.

At San Diego you may ramble through the tropical vegetation of Balboa Park, visit Ramona's Marriage Place, bathe at Coronado Beach, and motor to Point Loma.

If you return from California through the stupendous scenery of Carriso Gorge, you are on the direct route to Tia Juana and sophisticated Agua Caliente, Mexico.

From San Diego you may motor to the fruitful Imperial Valley, thence to Palm Springs, Banning, and Beaumont. Near the last-named town has been dedicated the unique "International Park," with exotic Japanese landscaping.

Then you may continue to Redlands and San Bernardino, which is an approach to the Arrowhead Lakes Mountain region, returning to Los Angeles via Riverside.

### SOURCES OF INFORMATION

All-Year Club of Southern California, Los Angeles.
Californians, Incorporated, San Francisco.
Redwood Empire Association, San Francisco.
Southern Pacific Lines—New York, Chicago, Los Angeles, San Francisco.
Rock Island Lines—New York, Chicago, Los Angeles, San Francisco.
Santa Fé System—New York, Chicago, Los Angeles, San Francisco.
Union Pacific System—New York, Chicago, Los Angeles, San Francisco.
Denver & Rio Grande Western—Western Pacific Systems, New York, San Francisco.
Panama-Pacific Line, New York, San Francisco.
Dollar Steamship Lines, New York, Los Angeles, San Francisco.
Grace Line, New York, Los Angeles, San Francisco.
Pacific Greyhound Lines, Los Angeles, San Francisco, or Greyhound offices elsewhere.
Yosemite & Curry Company, Los Angeles, San Francisco.

## Alaska-Yukon Tours

When you are seeking refreshing travel this summer, consider Alaskan opportunities. They are diverse. For here is scenery which is sublime; a myriad wild flowers blooming along the edges of giant glaciers; wild life in variety, huskies, totem poles, sourdoughs, Royal Canadian Mounted, and virile modern towns. And what lungfuls of pure, bracing air in this northland!

### Desirable Inland Tours

Steamship—Seattle, Vancouver or Victoria to Skagway, thence White Pass and Yukon rail-route to Atlin Lakes and White Horse, thence Yukon River steamer to Dawson.

Steamship—Seattle to Cordova, thence Copper River rail-route to Mailes and Childs Glacier and Chitina; connection with Richardson Highway motor-route to Fairbanks.

Steamship—Seattle to Valdez, thence Richardson Highway Motor-Tour to Fairbanks.

Great Circle water and rail tour: steamship to Skagway, rail to Atlin Lakes and White Horse; Yukon River steamer, White Horse to Nenana; Alaska R.R., Nenana to Mt. McKinley National Park; steamship to Seattle, or in reverse direction. Premier of all Alaskan tours.

Steamship—Seattle to Seward, thence Alaska R.R. to Mr. McKinley National Park; Nenana, connection for Yukon steamers and to Fairbanks.

Full travel information should be obtained from White Pass & Yukon Route, Chicago or Vancouver; Alaska Steamship Co., Seattle, Washington or New York; Pacific Steamship Co., Seattle, San Francisco or New York; Canadian Pacific Steamships, New York, Montreal or Vancouver; Canadian National Steamships, New York, Montreal or Vancouver.

If some of the joys of going are memories of the things seen, then you will return from your trip to Alaska and the Yukon to dream of experiences.

Your mind will go back to those hours of voyaging through the majestic beauties of the Inside Passage,.

Nor will you forget the scenes of Soapy Smith in Skagway, now "The City of Flowers," or that rail ride on the White Pass and Yukon route along the tragic trail of gold stampeders.

Long will linger the exquisite Atlin Lakes and the thrill of shooting the Yukon's Five Finger Rapids on the way to the Dawson of hectic Klondike days.

You will see again in Mt. McKinley National Park that sight of Mt. McKinley, loftiest summit of the continent, and just recently scaled by the Lindley party.

You will retrace that ride over the Government's Alaska Railroad, over the loops of Kenai's mountains to the sea.

The thunder of huge glaciers, their walls crashing into surrounding waters such as those of Glacier Bay National Monument, will ring in your ears.

And you will stroll again in memory through Sitka's old Russian Cathedral, amid the historic reminders of Sitka National Monument and the totem-poles of Wrangel, or look at the Indian handiwork you bought in the shops of Fairbanks, Anchorage, Seward, Valdez, Cordova, Juneau, or Ketchikan.

## Pacific Tours

If you are on the Pacific coast this summer, whether at Vancouver, Seattle, San Francisco or Los Angeles, these trips by superb modern ships are available:

HAWAII (see note 1).
Minimum time for round trip, about three weeks. Tourist class rate, $150; first cabin, $180 to $220. All-expense tours available.

SOUTH SEA ISLANDS (see note 2).
South Sea Islands round trip, about 25 days. Average rate, tourist class, $270; first class, average minimum, $410.

AUSTRALIA AND CIRCLE TOURS (see note 3).
Including 9 days in Australia, round trip occupies about 46 days. Tourist class, average, $427; first class, $616. Circle tours to Australia, returning via Orient, about 90 days, first class, $945.

ORIENT (see note 4).
By cabin ship, round trip to Japan (2 weeks ashore ) occupies about 6 weeks; by express steamships, about one month (10 days ashore). Cabin-ship rate, about $375 round trip; first class rates, $465 and up. Continuing to China involves about 10 days extra sailing time and about $30 extra fare.

COASTWISE AND INTERCOASTAL.
Attractive short trips between San Francisco, Los Angeles and San Diego (see A, note 5); between Seattle, Victoria, San Francisco, Los Angeles (see B, note 5); between Seattle, Victoria, and Vancouver (see D, note 5). Intercoastal tours between California and New York via Panama Canal (see C, note 5).

(1) Information from Hawaii Tourist Bureau, Honolulu; Matson Line and Lassco Line, New York, Los Angeles and San Francisco; Dollar Steamship Lines, New York, Los Angeles and San Francisco; Canadian Pacific Steamships, New York, Montreal, Vancouver; N. Y. K. Line, New York, San Francisco; Canadian Australasian Line (same address, Canadian Pacific S.S.).

(2) Oceanic S. S. Co.; Canadian Australasian Line; Union Steamship of New Zealand, San Francisco.

(3) Australian National Travel Association, San Francisco and same lines as Note 2.

(4) Japan Tourist Bureau, New York; Philippine Tourist Association, Manila; American Mail Line (Seattle); Dollar Steamship Line; Canadian Pacific Steamships; N. Y. K. (Japan Mail) Line (see note 1 for addresses).

(5) A—Lassco Line. B—Admiral Line. C—Dollar Steamship Line; Grace Line; United Fruit Co.; Panama Pacific Line, address New York, Los Angeles, and San Francisco. D—Canadian Pacific Steamships.

### HAWAII'S ETERNAL ATTRACTIONS

So long as the surf-riders come dashing in over Waikiki's crests—the Hawaiian moon peeps beneath swaying palms—the gorgeous hibiscus lifts its blooms toward azure skies—the Spouting Horn spouts—Madam Pele, goddess of volcanoes, holds her court at Kilauea—the Barking Sands bark—and romantic music, legend and folklore charm—just so long will Hawaii keep her hold upon travel lovers.

All summer, indeed all year, you'll find the Islands Uncle Sam's most unusual playground. From the pink and golden shower of the cassia in June to the night-blooming cereus, "wooer of Hawaiian moonlight" in August, nature is a riot of gorgeous hues.

If you like the spice of the unusual in travel, try the native dishes and explore the Oriental shops of Honolulu, Island of Oahu. And, of course, there is the outrigger canoeing


NOW!

Where to go—
What it will cost!

ALL ABOUT THOSE
FAMOUS VACATIONS IN

NEW ENGLAND

PEOPLE LIVE LONGER IN NEW ENGLAND

KNEE-DEEP in June already! Now's the time to make plans. And here's a good way to get your information—all about the different vacations you can have—*with easy travel and lower costs*—in New England, where the food is as good as the fun!

Mountains or seashore—woodland seclusion—or famous colonies of gay and interesting people—wonderful fishing waters, camps where sons and daughters will grow more robust and more resourceful, cottages for the summer or the carefree enjoyments of hotel life! All these are within a day's journey in New England. Plan to stay this year for that once-in-a-lifetime climax of sudden and majestic darkness—TOTAL eclipse of the midday sun, August 31. (See coupon below.)

WHERE TO GO—WHAT WILL IT COST? *What brought three million people here last year?* Send for this new book. It's authentic. Covers all types of vacations and all recreation-regions of 6 famous states. Includes complete directory.

THREE MILLION VACATIONS IN
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Statler Building, Boston, Mass.
Send me FREE official 1932 VACATIONS book, D-4.
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and surf riding and matchless bathing at Waikiki.

Then go to the Island of Maui, focus your camera upon the Iao Valley, and see that spectacle of the sunrise from Haleakala, 10,000 feet above the sea, in one section of Hawaiian National Park.

From Maui you need no urging to sail across to Hilo on "the Big Island," Hawaii; to motor through the tree-fern forest, and then up through another section of the National Park of the brink of inferno, where Madam Pele, Goddess of Volcanoes, is your hostess at Kilauea.

And if you can possibly spare the time, take the trip from Honolulu over to the Island of Kauai to see the Spouting Horn, the Barking Sands, Hanalei Valley, "birthplace of rainbows," and the Haena Caves.

Courtesy of Matson Line

Hawaii Golfs Beneath the Palms

## SOUTH SEA ISLANDS ENTERTAINMENTS

You have read your Stevenson, Conrad and O'Brien, and dreamed of the South Sea Islands.

New modern liners plying various routes enable you to make these dreams come true.

You may explore Fiji's thatched villages and see the Kava ceremonial.

You may enter American and British Samoa, admire its lithe Polynesians, and visit Stevenson's grave.

Native dances will help you fall under Tahiti's subtle spell.

In Tonga you will breathe the fragrance of the frangipani blossoms and see the weaving of tapa; and in Rarotonga will be disclosed amazing tropic beauties.

## NEW ZEALAND SPECTACLES

Beyond these South Sea Islands, steamship lanes will lead you to other lands of unusual experiences.

Two great islands unfold the wonders of New Zealand. The ports of Auckland and Wellington are your gateways. If you admire majestic scenery with mountain peaks capped by eternal snow, fiords suggestive of Norway, isle-dotted lakes, and volcanic phenomena, New Zealand satisfies.

## AUSTRALIA THE UNUSUAL

From New Zealand a few days' sail brings you to the continent of Australia.

Your introduction will probably be at Sydney. With the world's biggest single-arch bridge spanning its harbor, it typifies the spirit of Australia's cities.

Sydney's climate resembles that of Naples, and before you leave you will make the trip to Jenolan Caves, Blue Mountains, and Canberra, the new capital.

Worth while is the rail trip to Melbourne, whose shops are sometimes compared with those of Regent Street and the Palais Royal; also the trip to Adelaide, another up-to-date city.

In the opposite direction Queensland's coast looks out upon the Great Barrier Reef admired by all travelers.

## JAPAN—LAND OF COLOR

Japan in summer! Land of flowers, seaside resorts, mountains, temples, dancing geishas, Oriental cities.

Have you wandered among Yokohama's silk and curio shops, or seen the silverware and other fine-art products of Tokyo?

Have you stood before the great image of Buddha at Kamakura, or looked upon the mountain and lake glories of Hakone?

Has the cosmopolitan throng at hot springs of Atami imprest you? Have you strolled among the shrines and temples of Nikko or cast your eyes upon the mountain-walled waters of Lake Chuzenji?

Have you sailed among the pine-clad isles of Matsushima or passed through the Sacred Gate of Kyoto's Temple?

Has Nara, "The Fontainebleau of Japan," intrigued you, or have you dreamed of the isle-dotted Inland Sea?

If you haven't there are revelations awaiting you.

## NEW ERA SHIPS

Increasing popularity of Pacific tourist routes is shown by the fleets of new steamships in that service.

Including liners recently put in commission and those being completed, almost $100,000,000 worth of luxurious vessels have been added to Pacific routes within the past year.

Thus the Dollar Steamship Line has placed in the transpacific division of its round-the-world service two $8,000,000 liners, *President Hoover* and *President Coolidge*.

Two other $8,000,000 ships, *Mariposa* and *Monterey*, have just been put on the California-Hawaii-South Seas route of the Matson Line, with a third, *Lurline*, soon to be launched.

The N. Y. K. Line (Japan Mail) maintains a fleet of fourteen modern vessels. In the California-Orient route are operated, among others, the new quadruple-screw, 22,000-ton motor-vessels, *Chichibu Maru*, *Asama Maru*, and *Tatsuta Maru*.

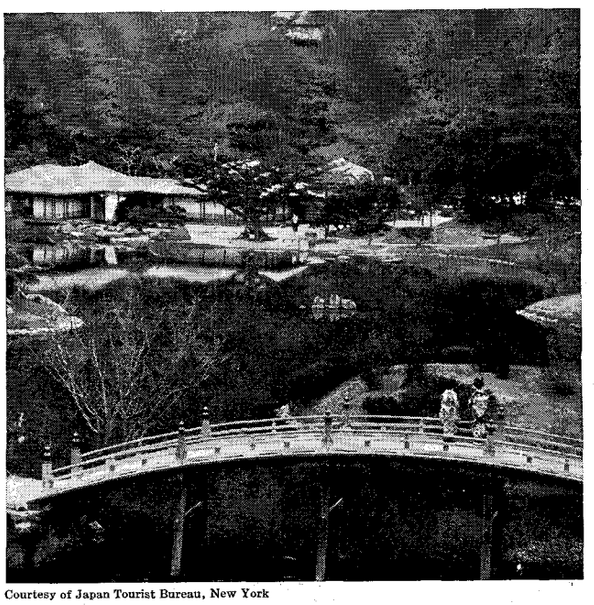
In the Seattle-Vancouver-Orient service five vessels are operated, including the new cabin motor-ships, *Hiye Maru*, *Hikawa Maru*, *Heian Maru*. The route from Canada and Seattle is direct to Japan; that from California is via Honolulu.

Operated on the Vancouver-Hawaii-Orient route are the Canadian Pacific's four swift "Empress" ships, with the 39,000-ton *Empress of Japan* their flag-ship.

Recently the Panama Pacific Line put on its New York-California run three $7,000,000 ships—*California*, *Virginia*, and *Pennsylvania*.

Grace Line will have four new $5,000,000 liners in their New York-Panama-Mexico West Coast-California intercoastal service—the first of these, *Santa Rosa*, christened this spring, to be followed by *Santa Elena*, *Santa Lucia*, and *Santa Paula*.

The latest addition to the coast-to-coast service between San Francisco and New York is that of the United Fruit Company, which has just begun using some of its five new $3,500,000 vessels for that service, including, thus far, the *Talmanaca*, *Chiriqui*, and *Antigua*. This new route is by ship to Balboa, thence by rail across the Isthmus of Panama to Cristobal, thence by ship to New York.



Courtesy of Japan Tourist Bureau, New York

Every Scene in Japan Is a Picture

# Canada Offers

If Canada is your vacation host, you won't lack entertainment.

She will provide you with all varieties of recreation amid an equal diversity of natural surroundings.

To help you select a summer objective we take you from far-flung Gaspé to the flower gardens of Victoria. But first let us tell you where to get complete details.

### DETAILED VACATION INFORMATION

*Canada in General*

Obtainable from National Development Bureau, Department of the Interior, Ottawa, Canada, the following:

"Vacations in Canada"
"Motoring in Canada"
"Camping in Canada"
"Canada's Game Fields"
"Winter in Canada"
"How to Enter Canada"
"Canada Recreational Folder"
"Canoe Trips in the Maritimes"
"Canoe Trips in Quebec"
"Canoe Trips in Ontario"
"Canoe Trips in Western Canada"
"Canoe Routes to Hudson Bay"

Road Maps showing Canadian and connecting United States Roads.

Material descriptive of Federal Parks in Canadian Rockies and elsewhere, from Department of the Interior, Ottawa.

Obtainable from Canadian National Railways and Canadian Pacific Railway in Montreal, New York, booklets, etc., on sports, scenic attractions and travel accommodations in every Province and tourist region.

*Other Information Sources*

For Eastern Provinces including Nova Scotia, New Brunswick, Prince Edward Island, Newfoundland (Crown Colony), Quebec, Ontario.

Department of Information, Halifax, N. S.
Boston & Yarmouth S. S. Co., Boston, Mass.
Furness Red Cross Line, New York
Dominion Atlantic Railway, Halifax, N. S.
Eastern Steamship Lines, New York
Prince Edward Island Tourist Association, Charlottetown, P. E. I.
Newfoundland Tourist & Publicity Bureau, St. Johns, N. F.
Clarke Steamship Company, Montreal, P. Q.
New Brunswick Bureau of Inf., Fredericton, N. B.
Provincial Tourist Bureau, Quebec, P. Q.
Canada Steamship Lines, New York, Montreal
The Tourist & Publicity Bureau, Toronto, Ont.

For Western Provinces including Manitoba, Saskatchewan, Alberta, British Columbia.

The Tourist & Convention Bureau, Winnipeg, Manitoba
Department of Railways, Labor & Industries, Regina, Saskatchewan.
The Publicity Commissioner, Edmonton, Alberta
Bureau of Provincial Information, Victoria, B. C.
Puget Sounders & British Columbians, Seattle, Washington.

## MARITIME COASTS OF PLEASURE

Have you dreamed of Acadia? Then see the reality in Nova Scotia.

You will find it a happy mingling of quaint fishing villages with weirs, lobster pots and trawl lines—delicious sea foods—

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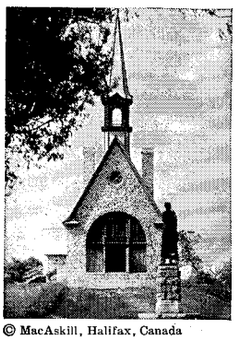
sandy bathing beaches—quiet highways along coast lines and over spired spruce and fragrant pine hills leading to lakes and rivers—romantic stories of olden days—golf courses and yachts.

So pack up golf-clubs or fishing-rods and go to one of the gateways—Yarmouth, for instance, only 15 hours from Boston.



© MacAskill, Halifax, Canada

Evangeline Looks Forth From the Old Church at Grand Pre

Along the Atlantic coast you may feel the lure of Lunenburg and its near-by Mahone Bay; of Halifax, with its storied past and government buildings.

Then cross over to Cape Breton Island to feast your eyes at Baddeck and other places upon the Bras d'Or Lakes, or to see Louisburg's ancient ruins.

Swing around the Northumberland coast, and you will find ideal links and outdoor sports at Pictou.

Up near the New Brunswick border you may visit the old forts of Amherst.

You can not afford to miss the Bay of Fundy coast, with its Annapolis Royal, founded in 1604 by French gentlemen, and its Fort Anne Museum; or Digby; and of course you will go inland to Evangeline's Grand Pré.

### ISLAND OF THE SEA

If you would like for your vacation a tiny realm out in the ocean, away from turmoil, you belong among the rest-seeking, refined folk who have discovered such a refuge in Prince Edward Island.

The ferry steamer takes your Canadian National train or your car across nine miles of salt water from Cape Tormentine, New Brunswick, to Port Borden. Or you can ferry from Pictou, Nova Scotia, to Charlottetown, the age-mellowed capital.

### BRITAIN'S OLDEST COLONY

Two rewards await your visit to Newfoundland. There is scenery which includes 4,000 miles of coastal fiords, cliffs, bays; and inland a network of lakes, rivers, streams, mountains, and virgin forests. There are opportunities for sportsmen ranging from salmon and trout to big game.

So, whatever your taste, you will not be disappointed if you take the steamer from North Sydney, Nova Scotia, to Port-aux-Basque; or one of the steamships from New York, Boston, or Halifax to St. Johns, and explore this "New Founde Land."

### NEW BRUNSWICK VACATIONS

For your summer recreation New Brunswick offers a land of forests, rivers, streams and salt-water resorts.

If you are a devotee of rod and line, the Restigouche River is immortalized among all anglers.

If golf is your hobby, St. Andrews is famed among courses.

If paddle and camp outfit meet your desires, the Miramichi "pathway to new life" and a score of other canoe trips are entrancing.

Then there are historic places such as old St. John, "Loyalist City," whose first tourist was Samuel de Champlain.

### RAMBLES IN FRENCH CANADA

Fall asleep on the night trains leaving Eastern cities and you awaken abroad—in French Canada with its transplanted Old World.

Here are the patois and chansons of the habitant, the hum of Norman spinning-wheels, smoke curling from outdoor ovens, fireside tales of legend and folk-lore. Yes, romance still lives.


# *Something can be done about...*

# THIS DUST

WHEN cars crash on dusty roads, neither party is to blame if he cannot see where he is driving. Nor can you blame the highway official if he does not have dust control material.

Tell those who vote the budgets that Calcium Chloride is a necessary item in highway maintenance. Dust control by this method binds surface material to the highway with clean moisture. It's like a light rain that doesn't dry up. By saving the road, you save the cost of much resurfacing and rebuilding. So the convenience, safety, cleanliness and health cost little or nothing.

The Calcium Chloride method of road maintenance by dust control is clean. There is no odor and nothing to track into homes. Get full information. Ask your highway officials for dustless roads.

CALCIUM CHLORIDE ASSOCIATION

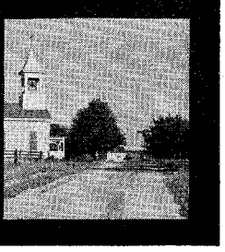
SOLVAY SALES CORPORATION
61 Broadway, New York City

THE DOW CHEMICAL COMPANY
Midland, Michigan

MICHIGAN ALKALI COMPANY
10 East 40th St., New York City

THE COLUMBIA ALKALI CORPORATION
Barberton, Ohio

CALCIUM CHLORIDE KEEPS ROADS DUSTLESS

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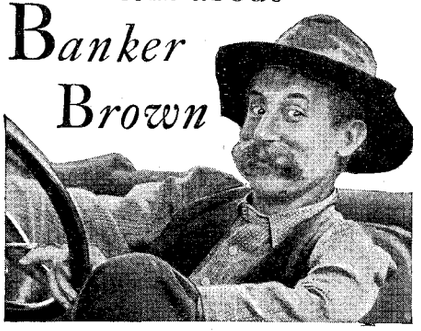
"Chic" Sale

tells about

Banker Brown



I'M thinkin' of old man Brown, the banker. Fer a while he was jest simply a one-man business depression. Meetin' him on the street was like gittin' ketched in a thunder storm. He cussed the government and the farmers and everybody and frowned so ferocious it pulled his hat out of shape.

Well sir, the strangest thing happened. One mornin' he appeared at the office with a smile from ear to ear like a rainbow upside down. He dictated a letter to all the customers of the bank. Here's my copy. She reads: "Blamin' things on somebody else is easy, but it's downright difficult to make any money at it. The world is all right. If things go wrong with the world it's the fault of us people livin' in it."

Elmer, he was right. Instead of a one-man depression Brown become a one-man prosperity wave. You want to know what brought about the change? Oh, yes, I nearly forgot. It was a little tin box of chocolate tablets. Banker Brown says they'll regulate business.

"Chic" Sale

Millions owe their happy disposition to that "little tin box of chocolate tablets"—Ex-Lax, which keeps people "regular." It checks on every point the doctor looks for in a laxative.

Ex-Lax is simply delicious chocolate, scientifically combined with the well-known laxative ingredient—phenolphthalein—of the correct quality, in the correct proportion, in the correct dose.

At all drug stores in 10c, 25c, 50c boxes. Or mail the coupon for free sample.

Keep "regular" with

EX-LAX

The Chocolated Laxative

FREE SAMPLE OF EX-LAX

and "CHIC" SALE'S WELLS CORNERS GAZETTE

*Name* _____

*Address* _____

_____

Mail this coupon to Ex-Lax, Inc., P. O. Box 170, Times-Plaza Station, Brooklyn, N. Y. V612


You wander among the scenes of those brave days of Cartier, Champlain, Frontenac, Cardinal Richelieu's Company of New France, and the Intendants under Louis XIV.

Very likely Montreal will be your introduction to French Canada, for, as Kennedy Crone writes in *The Canadian Geographical Journal:*

"The commerce and other attributes of all nations flow through her in great streams by road and rail and water. She is the neck of the bottle for the world in its dealings with the greater part of Canada, to and fro. These things help to make her cosmopolitan, blasé, sophisticated. With her sophistication is an odd streak of naïveté and ingenuousness. . . ."

Tucked away under the shadows of her modern structures you may still find some reminders of the olden Ville Marie.

But you will find the real atmosphere of the Old World beyond this city. With the great illuminated cross atop Mt. Royal behind you, the St. Lawrence flowing through Normandy in America leads you past its white villages and tall spires to Canada's oldest city.

"The romance of Quebec is like charm in an individual, a thing of endowment," says Katherine Hale in "Canadian Cities of Romance."

Stand upon Citadel Hill, with the blue St. Lawrence beneath, green Isle d'Orleans in the distance and the purple Laurentians on the horizon, and you realize this heritage.

Then step down upon Dufferin Terrace in front of the massive Château Frontenac and look down into the Lower Town with its winding, narrow streets. What stories lie hidden behind the walls of Sous-le-Fort, for instance!

Then there are excursions to Montmorency Falls and the home of Chevalier Louis d'Ailleboust, Governor-General of the French King, and to the sacred shrine of Ste. Anne de Beaupré.

Down at the docks you will board one of the white steamers with red funnels for the Saguenay. A river trip right into the heart of French Canada! There's nothing like it on the continent.

There is a stop at Murray Bay, whence, forty miles inland from its ultra-modern Manoir Richelieu, you may penetrate the scenic attractions of Laurentides Park.

For the Gaspé Country the St. Lawrence south shore leads you down through Rivière du Loup, Trois Pistoles, Bic, Rimouski, to Mont Joli and St. Falvie, whence travel routes turn south through the Metapedia Valley to picturesque Baie des Chaleurs.

At Rimouski begins the Perron Highway encircling the entire Gaspé Peninsula, 550 miles of scenic interest.

## ONTARIO, PLAYLAND PROVINCE

In Ontario are playlands to satisfy your every hobby.

Translated into figures, this means that there are 41,000 square miles of water surface in the Province. And behind the wheel you have 36,000 miles of improved roads to explore.

So come to Toronto overnight by train from Eastern cities, or by three hours' sail across lake Ontario after you have visited Niagara Falls; for it is the gateway city for Ontario's playlands!

You will find Toronto the hub of routes in all directions.

The overnight trip on the St. Lawrence boat will take you to the Thousand Islands, and thence you may go to the Rideau Lakes waterways or visit the imposing Parliament Buildings of Ottawa, capital of the Dominion.

From the north shore of Lake Ontario, go to Peterborough, and you are not only in the Kawartha Lakes constellation but on that unique water-route spanning the Province from Lake Ontario to Lake Huron, the Trent Waterway.

Only twenty-five miles north of Toronto you come upon the Lake of Bays, with Bigwin Inn for headquarters.

A few hours northwest from Toronto will bring you to the forested shores of the three famed Muskoka Lakes—Muskoka, Joseph, and Rosseau.

Almost adjoining the Muskokas are those entrancing waters of the Georgian Bay, with their 30,000 islands. You'll not soon forget the boat trip winding among them from Midland to Parry Sound.

In the lake-dotted Highlands lie the almost two million acres of Algonquin Park, where you can vacation amid nature.

West of Algonquin the silvery waters of Lake Nipissing lead you to the French River canoe route or northward to Lake Timagami in the Timagami Forest Reserve.

Western Ontario invites you to the woods and lakes of Nipigon Forest Reserve; to Quetico Park; to Lake of the Woods waters, and to Minaki the beautiful.

## GLORIES OF WESTERN CANADA

You will find in the sublimity and beauty of Canada's Western mountains creations of nature which lift up your soul.

Here the Great Artist of the universe has built up snow-clad peaks such as those of Mt. Edith Cavell and Mt. Robson, has carved canyons, and has spread among forested heights mirrorlike waters such as Lake Louise, Emerald, and Maligne Lake.

Just to enter these scenes is to leave life's turmoil behind, for here is recreation.

You may stop at sumptuous hotels, more modest chalets, or homelike bungalow camps. And there are trail trips afoot and in saddle, golf, and motor roads.

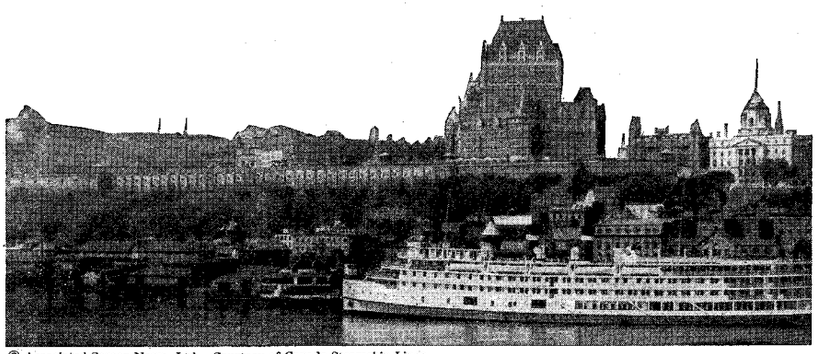
The Dominion has established here great parks in which nature remains unspoiled.

Thus, if you enter the glories of Glacier National Park in Montana you may continue right into its adjoining reservation over the Alberta line, Waterton Lakes National Park.

From the Prince of Wales Hotel, motor-coaches will convey you to Cardson or Pincher Creek, on the Canadian Pacific; and thence motor and rail routes go north to Calgary.

Eighty miles west of Calgary you will enter the mighty uplift of Rocky Mountain National Park.

Amid its scenic majesty you will find



© Associated Screen News, Ltd. Courtesy of Canada Steamship Lines

Quebec, Old and New, Looks Out Upon the St. Lawrence

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captivating surroundings at Banff and Lake Louise.

From either center you may follow the close-to-nature Banff-Windermere Highway over Vermilion Pass into Kootenay National Park's canyons and lakes.

Or from Banff the Kicking Horse Trail will lead you over the Continental Divide and into Yoho National Park. Of entrancing beauty is Yoho Valley, and you will seek afar for the equal of chalet and log-cabin camps at Emerald Lake for inspiration and rest.

If you are riding west on the Canadian Pacific after visiting Banff and Lake Louise, you will plunge into the Selkirk Range and near the summit reach Glacier, center for mountain-climbing in the Glacier National Park.

Then, descending the Valley of the Illecillewaet, the train brings you to Revelstoke, center for Revelstoke National Park and the waters of Arrow Lake.

West of Revelstoke you look out upon canyons, and between towering walls of the Fraser River are taken on to Vancouver.

In the Northern Rockies are 5,380 square miles of sky-cleaving peaks and amethyst lakes encompassed in Jasper National Park on the Canadian National Railways system.

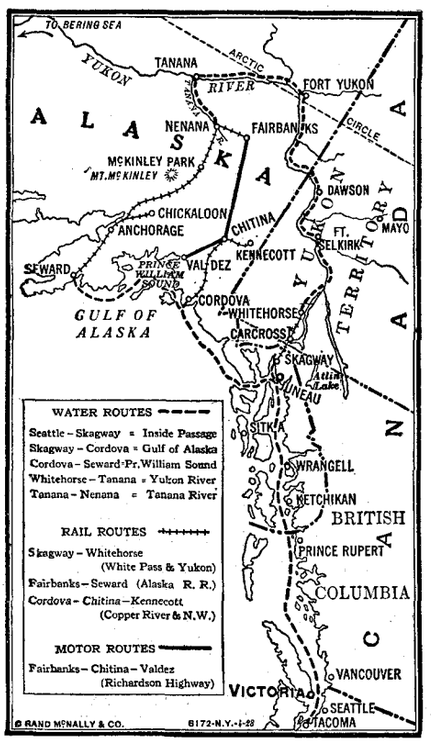
From Jasper Lodge, headquarters, you may take trails and roads into the heart of mountain grandeur.

For instance, there are few greater natural inspirations than the great white crown of Mt. Edith Cavell as you see it from Lake Beauvert, "overwhelming the entire Athabasca Valley."

And then there is the chalet overlooking Maligne Lake, "which has taken its place among the great landscapes of the world." Adjoining Jasper National Park is Mt. Robson National Park, over which towers Canada's loftiest peak.

Beyond Jasper you are upon the apex of the Canadian National's through route. You may turn south and skirt the Fraser and on to Vancouver. Or you may ride through the Skeena region to Prince Rupert. Between the two cities is the third leg of the "Triangle Tour," the Inside Passage, island-dotted coastal voyage, fitting climax of a transcontinental tour.

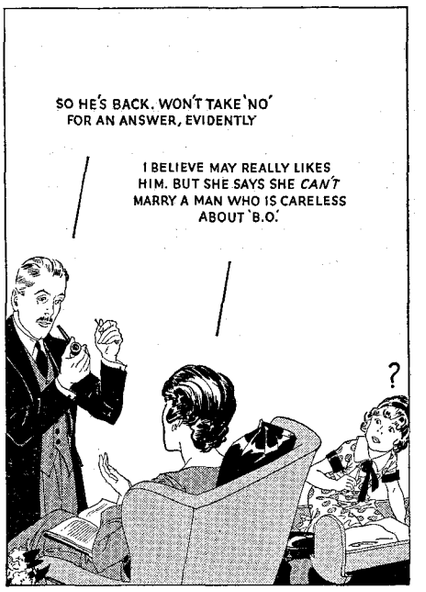
Vancouver, teeming with commerce of the Seven Seas, and her charming neighbor on Vancouver Island, Victoria, very English and flower-gardened capital of British Columbia, will repay your visit.

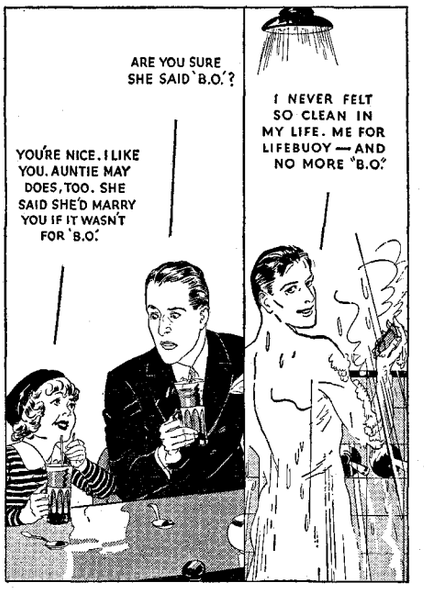



Alaska's Popular Tourist Routes


# FROM THE LIPS OF A CHILD

— by ALBERT DORNE


SO HE'S BACK. WON'T TAKE 'NO' FOR AN ANSWER, EVIDENTLY
I BELIEVE MAY REALLY LIKES HIM. BUT SHE SAYS SHE CAN'T MARRY A MAN WHO IS CARELESS ABOUT 'B.O.'
?


ARE YOU SURE SHE SAID 'B.O.'?
YOU'RE NICE. I LIKE YOU. AUNTIE MAY DOES, TOO. SHE SAID SHE'D MARRY YOU IF IT WASN'T FOR 'B.O.'
I NEVER FELT SO CLEAN IN MY LIFE. ME FOR LIFEBUOY — AND NO MORE 'B.O.'

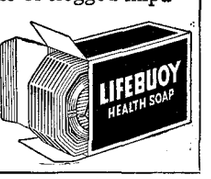
## Summer heat — 'B.O.'!

(body odor)

NO ONE ever *means* to let "B.O." *(body odor)* offend. Here's the easy way to guard against "B.O."—even on the hottest, sultriest days. Bathe regularly with Lifebuoy. Lathers instantly—abundantly—in hot or cold water, hard or soft. This creamy, searching lather purifies and *deodorizes* pores—stops "B.O." Removes germs from hands—helps protect health. Its pleasant, hygienic scent, that vanishes as you rinse, tells you you're cleaner, *safer!*

### Complexions improve

Lifebuoy's bland, *deep-cleansing* lather gently frees face pores of clogged impurities—tones and freshens dull skins to clear, healthy radiance. Adopt Lifebuoy today.




A PRODUCT OF LEVER BROTHERS CO.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# The Whistle Blows for Europe!

IT'S SAILING DAY. Look!

Here they come on board—teachers, professors, students, writers, artists, even Miss Stenographer, who has just drawn her vacation savings fund from the bank.

They're headed for "Tourist Class," that clever invention for the intelligentsia and "white-collar" fraternity with lean pocketbooks.

Did you ever see such an eager throng?

When the ship casts off, their fun will begin.

There will be amateur shows, impromptu concerts, and all manner of shipboard games. It is a round of spontaneous amusement in this class all the way over. So much so that you'll see some of the more opulent—those to whom First Cabin is *en regle*—come down to join in the gaiety.

Or it may be one of the smart Cabin Ships where all men and women are travelwise equals. In comfort and luxury these vessels are miles ahead of the crack liners of the "gay nineties."

For all, in every stratum from First to Tourist, each day brings twenty-four hours of tonic air, plenty of delicious food, and relief from distressing things ashore. The ship is herself a miniature realm, free from the rest of the world. Gone for the time are the phone calls, appointments, vexing problems, tales of wo, bootleggers and gangsters.

Middle age is apt to revert to youth. One has the feeling of hooky without its consequences.

This summer of 1932 spells a threefold opportunity for a European vacation.

First, there is economy! Steamship rates are way down, and inclusive tour rates are almost unbelievable. What other form of travel provides so much for so little as that on board ship!

Wherever you go this summer you will find reduced costs.

In England there will be more pounds for your dollar than last year, due to exchange. All expenses in France are the lowest since the war. In Germany, Italy and Switzerland hotel and rail rates are lower. Prices in Scandinavia and Spain are under those of 1931. Lodging and meals in Europe are said to average between $3 and $5 a day this year.

For the European trip are vacation savings funds, deferred payments, and student-group rates.

Second, the bugbear of time! You can fit a trip to Europe neatly into a three-weeks' vacation, or even one of sixteen days.

Third, pleasant conditions abroad! There's peace in Europe and eagerness everywhere to make you welcome and happy.

## PLOTTING YOUR ITINERARY

THERE are three ways to make your trip to Europe.

One is to go "on your own," as most sophisticates do. Another is "cruise escorted," a wise choice for European-travel firstlings and budget adherents. Then there are those happy, care-free vagabonds who go tramping or cycling into nooks and corners, scorners of the cut-and-dried, and envy of all sufferers from wanderlust.

Habitual globe-trotters, scoffing at itineraries, we would not offend with advice; but for the many of our readers who are making their first trip abroad this summer we venture a few hints.

These suggestions are simply flashes of European high-lights. An infinity of description and travel details can be had from many sources—from steamship and tourist agency representatives, from the multiplicity of guide-books and general travel books, from the well-equipped official bureaus of foreign countries here in America.

For enticing European close-ups, highly perfected motor-coach routes offer summer possibilities. You can go all around Ireland, for instance, by motor-coach tour, while England, France, Germany and Italy have motor-coach lines to their tourist regions. European railways provide travel comforts. Especially in their sleepers they are unexcelled. Passenger air-traffic systems criss-crossing foreign lands have served as models for our own air transport.



Courtesy of Cunard Line



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Courtesy of Cunard Line

AUSTRALIA
Australian Nat. Travel Ass'n, San Francisco

AUSTRIA
Austrian Tourist Office, 400 Madison Ave., N.Y.

BELGIUM
Belgian State Railways, 585 Fifth Ave., N. Y.

CZECHO-SLOVAKIA
Czecho-Slovak State R'ys, 585 Fifth Ave.

DENMARK
Danish State Railways, 280 Broadway, N. Y.

FRANCE
Railways of France, 1 East 57th St., N. Y.
French Gov't Tourist Office, 4 E. 52d St., N.Y.

GERMANY
German Tourist Office, 665 Fifth Ave., N. Y.

GREAT BRITAIN
Travel Ass'n of Great Britain & Ireland, 295 Madison Ave., N. Y.
Great Western and Southern Railway of England, 500 Fifth Ave., N. Y.
London & North Eastern Railway, 11 W. 42d St., N. Y.
London, Midland & Scottish Railway, 200 Fifth Ave., N. Y.

GREECE
Hellenic Information Bureau, Washington.

HOLLAND
Netherlands R'ys, 405 Lexington Ave., N. Y.

HUNGARY
Hungarian Govt. R.Rs, 400 Madison Ave., N.Y.

ITALY
Italian Tourist Inf. Office, 745 Fifth Ave., N. Y.

JAPAN
Japan Tourist Bureau, 1 Madison Ave., N. Y.

NORWAY
Norwegian Gov't R'ys, 342 Madison Ave., N.Y.

POLAND
Polish-American Chamber of Commerce, 149 E. 67th St., N. Y.

RUSSIA
Intourist, Inc., 261 Fifth Ave., N. Y.

SCANDINAVIA
Scandinavian Travel Bureau, 280 Broadway, N. Y.

SPAIN
Spanish Tourist Infor. Office, 695 Fifth Ave., N. Y.

SWEDEN
Swedish State R'ys, 551 Fifth Ave., N. Y.

SWITZERLAND
Swiss Federal Railroads, 475 Fifth Ave., N. Y.

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## Mellowed England

*Summer doings include Shakespeare Dramatic Festivals, June, July, August, at Stratford-on-Avon; Royal Regatta at Cowes, July 30 to August 6; Tennis Championships at Wimbledon, June 30 to July 6.*

DOES not the very name of England conjure anticipations?

Come, then, to this motherland, with her storied past and lovely countryside, and you'll not be disappointed.

Whether your landing is at Liverpool, Plymouth or Southampton, the irresistible temptation is London.

And after its Tower, Parliament, Westminster, Horse Guards, and a hundred other sights, you must go beyond.

In "the Garden of England," you will come upon Canterbury, of Chaucer fame; upon gay Brighton, Channel resort.

Through New Forest leads the way to Hardy's Wessex and Torquay. The Cornish Riviera, Dartmoor, glorious Devon and Lorna Doone's Exmoor urge you toward the Atlantic coast.

If your tastes are scholastic, you'll follow the Thames from London to Oxford and north through the Penn and Washington country to Cambridge.

Stratford-on-Avon you must not miss, nor, if time permits, the trip through the Wye Valley to the castles, Roman Camps, and mountains of Wales.

Through the Midlands you will reach the Peak of Derbyshire and the famous Dukeries.

Along the East Coast the Norfolk Broads invite you to Norwich and Yarmouth, Scarborough and the moors of Yorkshire.

Not to be denied is the English Lake District, immortalized by Wordsworth, nor the old Roman Wall between Newcastle and Carlisle.

And on all these journeyings the English countryside, with its hedge rows, its old inns, cottages and flower gardens, interspersed here and there with inspiring cathedrals, will rejoice your soul.

## Scotland—History

*Summer events: Sir Walter Scott Centenary Exhibition, Edinburgh, June, July, August and September; Highland Games at various towns during July and August; Summer Racing Meeting at Edinburgh, July 9.*

SCOTTISH expresses will whirl you up through the English Midlands or eastern counties to this land, never so bonny as during June, July, or August.

If you enter by the Carlisle gateway, Dumfries introduces you to the Burns country of Ayrshire. From Newcastle and also from Carlisle there are routes to the Sir Walter Scott country, with its Melrose and Abbotsford.

Beyond, you reach immortal Edinburgh, with its Castle, St. Giles Cathedral, and neighboring Holyrood Palace.

From Edinburgh you should go to Glasgow for its historic places and Clydebank shipyards.

You will have a wondrous trip if you go from Glasgow to Oban and take the Caledonian Canal trip across Scotland through the Lochs and Trossachs to Inverness in the Highlands.

Returning from Inverness you may see Aberdeen's great beach; Perth and Stirling of Wallace memories, and Dunfermline with its shrine of Bruce. There is also St. Andrews, capital of golf.


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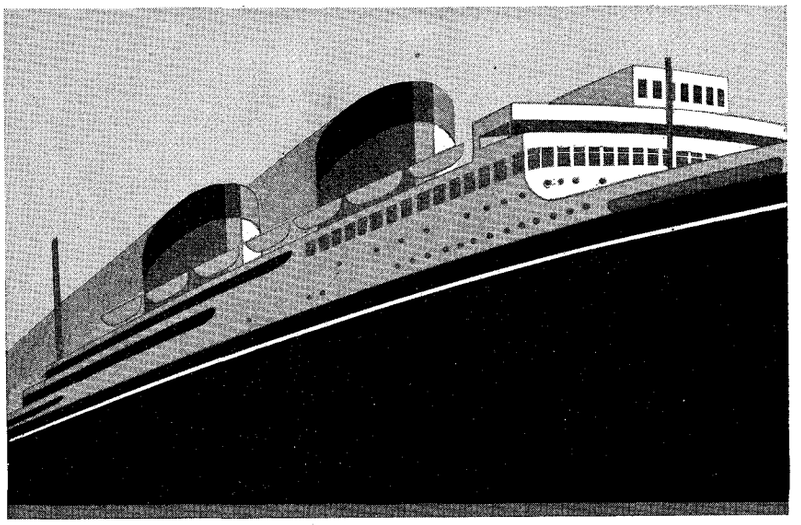

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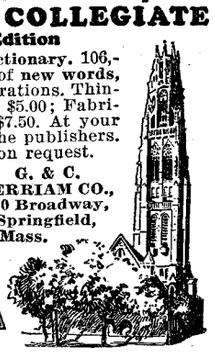

**Get the Best**


# Ireland—Ever Lovable

*Thousands of pilgrims will attend the International Eucharistic Congress at Dublin, June 22-26: 1932 also marks the fifteenth Centenary of the arrival of St. Patrick in Ireland. Other events: Irish Derby at Curragh, June 28-30; Irish Olympics at Dublin. June 29-July 10; Dublin Horse Show, August 2-5.*

IF Erin's welcome to you is from the transatlantic liner at Cobh, you will go, of course, to Cork.

Then it's quite the thing to run out to Blarney.

From Cork you must not miss, of all things, the trip to those exquisite waters, the Lakes of Killarney.

Tempting, too, is the Atlantic coast tour from Kenmare through Kerry's mountain and lake lands. From Limerick's Treaty Stone there are charming pathways beyond the River Shannon to historic, scenic Clare, Galway, Mayo, and Sligo.

Everybody, of course, wishes to see Dublin, famous Irish Free State capital, with its Four Courts, cathedral, and Phœnix Park. Trips radiate from it to Wicklow's mountains; to the round tower and relics of Glendalough; to venerable Wexford; to Tipperary's Rock of Cashel, and Waterford on the southeast coast. Westmeath's lakes are lovely, and Drogheda beckons to Mellifont Abbey's ruins.

Your Irish tour is incomplete without a visit to Northern Ireland. From Belfast, capital of Ulster, where they build great ships, you may go to County Down, where the famous Saint landed 1,500 years ago.

Northward is the route to Larne, from which port you should follow the northeast coast scenic drive to Giant's Causeway, natural wonder, and on to Londonderry, northern port, with Donegal's wild scenery lying toward the west. From Belfast, too, are tours to the idyllic Glens of Antrim and to Armagh, religious capital of Ireland.

# Holland—Colorful

HOLLAND'S summer gardenland greets you by transatlantic liner at Rotterdam.

If your interest is in early American history you will go to Delfshaven and Leyden, with their Pilgrim associations.

And who could omit The Hague, with its Royal and Peace Palaces; or Amsterdam, diamond center and home of Rembrandt?

Then Middelburg, Veere, and Marken for their colorful peasant costumes; Utrecht for its university and museum treasures.

# Belgium—Age-Old

LITTLE Belgium is a storehouse of travel treasures, as you will discover when you explore her historic cities, seashore resorts and mountain scenery.

Among your objectives should be Antwerp, a port for four centuries; Bruges, mellowed by the past; cosmopolitan Ostend; Brussels, enjoyed by all tourists; battlefields of the Great War and of Waterloo; Malines of sacred memories; Ghent with its castle of the Counts of Flanders; Spa, thermal resort; the picturesque Ardennes, and other centers of interest.

# Denmark—Romantic

EN ROUTE to Sweden and Norway you may visit this little country, the oldest in Europe.

Gay, cosmopolitan Copenhagen bids you see its shops, Thorvaldsen's Museum, Parliament Buildings, Christiansborg Castle, and ancient churches. Through an attractive countryside you may motor to Elsinore and its Castle of Kronborg.

Beyond is the shrine of Hans Christian Andersen, at Odense; also Roskilde and its cathedral, in which lie the Danish Kings.

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# Sweden—Of Viking

*International Motor-boat Races, Lake Malaren, July 17; International Tennis Week at Bastad, July 22; Midnight Sun visible from Abisko, May 31-July 14; International Golf Tournament at Bastad, August 12, and at Falsterbo, August 22.*

IN the modern travel tempo you may rush into Sweden and out again carrying home a train of worth-while memories. Go by the splendid train ferries between Lassmitz in Germany and Tralleborg in Sweden, or by swift, modern airplanes.

A glimpse, however brief, indicates a land ideally fitted for leisurely wanderings.

Whether you arrive at Gothenburg, with its shipping and museums, or at Stockholm, "Venice of the North" and administrative and intellectual center, you should not miss the unusual Gota Canal trip through forest and town between the two ports.

See the Skansen in Stockholm, the unique open-air museum, and other interesting places. Then look beyond.

In the skane you will find flower-carpeted meadows and stately chateaux; on the west coast Kattegat's breaking surf; in south-central Sweden the great lakes of Vänern and Vättern; in Dalecarlia gorgeous peasant costumes; in the mysterious north the nomad Lapps; at Abisko, from May 31 to July 14, the Midnight Sun.

And don't miss the Baltic island of Gothland, with its Visby and medieval ruins.

# Norway—Fjordland

*Midnight Sun, North Cape, May 13-July 29; midsummer-night bonfires, open-air dances, and other old Norse customs, June 23; July and August, historical plays in old King Haakon's Banqueting Hall at Bergen; all summer, plays and folk dances in old Norse parish costumes at the open-air museums of Oslo and Lillehammer.*

IF you would see a land of romance and scenic grandeur, tuck some kroner in your pocketbook and explore Norway.

Each of her gateways impresses. You'll not forget steaming into Bergen, backed by its seven mountains; or entering the Stavanger Fjord for Stavanger, or penetrating Oslo Fjord for Oslo.

How impressive is a cruise through Norway's fjords! From Bergen northward you explore these mighty indentations, pass among the exquisite Lofotan Islands, and at Hammerfest reach the world's most northerly town. From here you climb atop the lofty North Cape for the awesome spectacle of the Midnight Sun. Here between May 13 and July 29 there is no sunset. Then there are cruises beyond into the silent stretches of the Arctic Ocean to Spitsbergen.

Returning to Oslo you will find a capital city brimful of interest, with its Royal Palace, Stor Torvet (Great Market), Parliament House, and Viking relics.

Inland great mountains await your climbing, and streams and rivers your rod.

# Germany—Satisfying

*Goethe Centenary brings festivals, including gala productions of the poet's works in all parts of Germany. Wagner-Mozart cycle in Munich; Mozart festival in Wuerzburg. Famous ancient folk-plays in quaint medieval cities. Races and other sports.*

YOU will join the throngs of visitors to Germany for almost every reason that prompts the love of travel. Radical price reductions for everything the tourist has to buy, make it especially alluring this year.

If for the waters, who has not heard of Aix-la-Chapelle, Baden-Baden, Ems, Nauheim, Wiesbaden, Bad Kissingen?

If for culture, you may wander in the homelands of the masters of art, music, and science, enjoying the greatest works of twenty centuries in museums, galleries.

If for nature, need more be said than the Rhine, the Harz, the Black Forest or the Alps? Or Thuringia, the Riesengebirge, and the world's finest beaches along the North Sea and the Baltic?

Or if it's music, theater, or education, you may find them in Heidelberg or Berlin, or in the vacation courses of other famous universities. Or if your quest is for picturesque ancient folk-plays in medieval fairy-tale cities; or great international races, regattas, and other sports events; or Shakespeare's plays in romantic castle ruins, or the light variety of stage and film, you will find them each and all in Germany.

So if you debark at Bremen, with its shipyards, or at Hamburg, where the medieval and modern rub elbows, varied treats await you.

From Bremen the Hanseatic cities and North Sea resorts are within easy reach.

But from either Bremen or Hamburg your main objective is Berlin, sought by all tourists for its Unter den Linden, museums, parks, public gardens, Potsdam Palace, and a myriad of other inducements. In every direction from Berlin travel-pathways offer rich possibilities.

You will wish to visit the Harz for nature and the Goethe celebrations; Frankfort-on-the-Main and Weimar for Goethe dramas; to make the incomparable Rhine trip from Cologne to Mayence; to see Munich, art center of Germany, and its silvery lake Starnberg; the Bavarian Alps; Nuremberg, with its medieval treasures and toy industry; the Wartburg and its Luther and Tannhäuser associations; Leipzig, the home of books and the world's greatest Trade Fair; Dresden for its art treasures, and a host of other places which rank high in world-wide fame.

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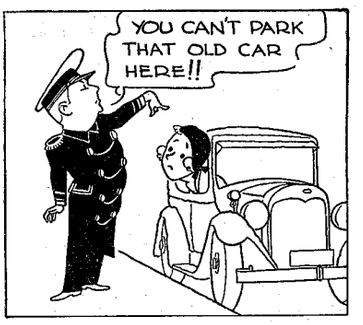

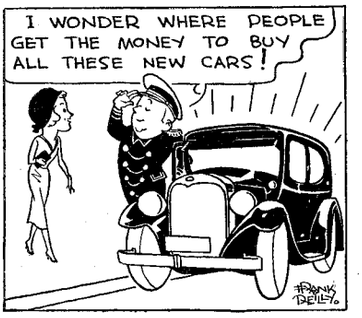


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# France—Happyland

*Gay throngs flock to Auteuil and Longchamps, June 19-26, for the races with the Grand Prix climax; Davis Cup Tennis matches, July 29-31; Bastille Day, July 14; Pardons (religious pageants) all summer in Brittany.*

EUROPE without visiting France? It's unthinkable. Here is a country that caters superbly to every taste, grave or gay.

Through every gateway you plunge into delicious scenes. If you step ashore at Cherbourg or at Le Havre, don't forget

Courtesy of Swiss Federal Railroads

The Glory Which Is Switzerland's

you are in Normandy, rich in history, art, and that picturesque Brittany is next door.

In Le Havre region you may join the fashionables at the seashore resorts of Dieppe and Deauville or seek Rouen's medieval interest.

From Cherbourg, Brittany's coast invites you to Mont St. Michel, St. Malo, Dinard, Brest, Vannes; and from St. Nazaire you may go to Nantes.

The supreme lure, however, will be Paris, which you may reach from Nantes, going through the château country of the Loire, with Tours, Blois and Orleans en route.

And in the Ile de France country surrounding Paris, motor-coaches will take you to notable places.

Then you may well turn toward the south and seek the Midi; the Basque Coast; the Valley of the Rhone, and the charming French Riviera.

There are the churches, châteaux and feudal ruins of the Avallon-Dijon regions; the famous spas such as those of the Aix-les-Bains country; Lyons, Grenoble, gateways to the Alps; Avignon and its Palace of the Popes; fascinating Carcassonne; thence over the Pyrenees Route to fashionable Biarritz, or down the Valley of the Rhone to the Mediterranean, and along the Côte d'Azur of unending charm, from Marseilles to Cannes and Nice, with Monte Carlo and Mentone beyond.

As a writer for the French Line remarks, France is, "A favored land in the matter of resorts, every whim of personal preference is met by a girdle of pleasure, health, historic interest and physical enchantment.

"The watering places are world-famed . . . fastidious and sophisticated Deauville, Le Touquet, La Baule . . . great, green waves washing against the rocky barriers of Biarritz . . . those wide, clean beaches of St. Jean-de-luz . . . and picturesque Juan-les-Pines . . . and numerous other seacoast resorts, each distinctive."

# Switzerland—Scenic

*Premier summer events: International Rowing Regatta at Zurich, June 25-26; open-air performances of "William Tell," June to September, at Interlaken; Venetian Night Festival at Lucerne, July 16; 641st Swiss Independence-Day Fêtes, August 1, everywhere; Flower Festival and Parade of Flowers at Zurich, August 27-28.*

SWITZERLAND in summer—the crowning feature of a European trip!

You'll find it a galaxy of green, flower-carpeted valleys, crystalline lakes, and snow-capped peaks. There's nothing else just like it in all Europe. One must see it to believe it. And this tells only a small part of the story.

Dozens of gateways lead into Switzerland.

If you choose on the north Basel, site of the World Bank, you may go directly to Berne with its Alpine background, thence to the historic and fair cities of Lausanne and Geneva, both of international fame.

Or you may choose the route leading to Interlaken between the Lakes of Thun and Brienz, tourist metropolis of the Bernese Oberland. Through charming valleys you may continue to Lucerne in central Switzerland, cradle of Swiss independence, under the brow of Mt. Pilatus, and explore the waters of its classic lake. A little northward lies Zurich, with its lake of beauty, on the way to the Grisons, to ever-attractive St. Moritz, and to other health resorts and watering places.

Through southern Switzerland the valley of the Rhone lures from Lake Geneva to Zermatt and its sublime Matterhorn, then toward the Levantine Alps and the incomparable Swiss-Italian lakes, Maggiore and Lugano.

# Spain's—Spicy Menu

FOR color and romance go to Spain, enriched by drama of many races.

Whether by train from Paris or by transatlantic liner to Cadiz, Vigo, or Gibraltar, Madrid is your tourist hub. From art treasures to bull-ring it will entertain.

Where to from Madrid? In all directions notable places beckon.

You should not miss medieval Segovia; the Escorial and its historic halls; Toledo, its Arab Gate and its great cathedral, both landmarks of the centuries; Seville and its Alcázar Gardens; Gibraltar, gateway to Algeciras; Granada and its immortal Alhambra; Córdoba with its Moorish Mosque; Valencia in the land of flowers; Barcelona, industrial capital; the charming Balearic Islands; architectural marvels of Burgos and Leon; the northern seashore resorts of Santander and San Sebastian, the latter a neighbor of Biarritz across the French border.

As the Spanish Government Booklet says: "The Spanish coast abounds in fine beaches, of which the best and most popular during the summer months are the 'Concha' beach at San Sebastian; the 'Sardinero' at Santander; those of Gijon, Zarauz, Laredo, Lequeito, and the beaches of Catalonia, especially Sitges, Caldetas, and Calella.

"There is no doubt that the mountains of Spain contribute in a high degree to the extraordinary diversity of its scenery.

"At fifty kilometers from Madrid lie the beautiful Sierra de Guadarrama.

"The splendid Sierra of Gredos, which is also not far from the capital, has scenery of incomparable beauty.

"Near the marvelous city of Granada there rises the mighty Sierra Nevada, with massive peaks.

"Mountains which offer splendid views are the Pyrenees which cover the whole extent of the isthmus from the Cape of Creus to the mouth of the Bidassoa."

# Italy—Immortal

*Among most interesting summer events: Picturesque Festival of the "Voto" at Assisi, June 22-23; football matches, players in sixteenth-century costumes, at Florence, June 24; "Palio" Race and Medieval Pageant at Sienna, July 2; water fete at Venice, July 3; open-air opera at Abbazia, starting July 18, and at Verona, August 1-18. International Tennis Tournament, August 5-15.*

ITALY will disclose to you the stage upon which has been enacted the human progress of the ages. In Italy, too, you will see nature's inspiring creations in mountain, lake, and seashore scenery.

Continental rail routes bring you to the mountains and waterways of the north. Lakes Garda, Como, Maggiore, Orta and Lugano are ranked by world travelers as among the choicest gems of nature.

If your journey is by ocean, Palermo welcomes you to Sicily, "The Garden of Eden," with its historic treasures of Taormina and Syracuse.

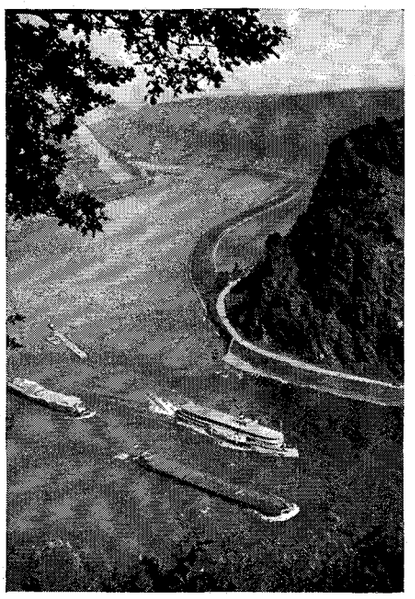
If you land at Genoa you may go to the Western Riviera with its Alassio, San Remo and Ventimiglia, or to the Eastern Riviera, where nestle beside the sea Rapallo, Spezia, and Viareggio.

From Genoa who could resist the trip to Milan, with its world-renowned cathedral, and thence to Venice, dream city in the sea, with a visit to its fashionable Lido. Toward the east Trieste beckons, and southward the Adriatic coast with Byzantine Ravenna and charming Brindisi.

Inland again you should not miss Florence, "Queen City of Tuscany," beloved by art lovers. Essential, of course, in the itinerary is Rome, "imperial center of civilization, culture and religion," and Vatican City, unusual municipality.

After seeing the capital you can not omit the southern Mediterranean coast. Vesuvius is your beacon to Naples and Pompeii. Here, too, is the Neapolitan Riviera, with Capri and its Blue Grotto; also Sorrento and the Amalfi Drive, which taxes one's vocabulary to picture.

Efficient motor-coach, airplane, railway, or steamer service takes you everywhere.



Courtesy German Tourist Information Office, New York

The Lorelei Rock

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## In Central Europe

YOU are fortunate if you can include one or more of these lands in your itinerary, for their folk, history, and scenery are among the most interesting on the Continent.

A network of rail routes converging upon Vienna brought 40,000 Americans last year to Austria's capital to enjoy the city of music and culture.

Whether you approach the country through Innsbruck, capital of the Tyrol; through Salzburg among the mountains, with its annual festival plays, or from Trieste on the Adriatic, you will find its cities and natural attractions appealing. Badgastein and Semmering are famed among health resorts.

If you follow the blue Danube's castled heights from Austria, Hungary greets you. Budapest, its capital, is often termed the "Paris of Eastern Europe."

Northward lies picturesque Czecho-Slovakia, a favorite tourist objective, where you may visit historic Prague, take the waters at Carlsbad, or breathe the stimulating air of the Tatra Mountains.

Beyond is Poland, land of heroism and romance. You have but to recall Kosciusko or Pulaski, who fought by the side of Washington, to realize its interest to Americans. Whether you enter by rail routes, or at Gdynia, its new port (Gdynia-America Line), or at Danzig, Warsaw is the objective. Its palaces, museums and historic shrines will occupy your time. There is Cracow with its novel Kosciusko Mound and ancient buildings; Posen with the golden chapel of its cathedral, and Zakopane in the snow-capped Tatras.

Somewhat off the beaten path, north of Poland, lie the Baltic States—Lithuania, its port Kovno; Latvia, its capital Riga; Estonia, approach through Reval, now called Tallinn.

In the southern regions of central Europe you may draw aside the curtains of the Orient in Jugo-Slavia. The sea approach is from Trieste or Fiume. Serajevo and Belgrade are tourist centers. If you are classically inclined you will continue to Greece for Athens, Sparta and Corinth.

## Russia—Unusual

YES, Russia again enters the tourist picture. Cruise ships are going there. There are weekly sailings from London, and now comes the Scandinavian-American Line with a new all-water route between New York, Copenhagen and Leningrad.

"Intourist," the State travel bureau of U. S. S. R. (Union of Soviet Socialistic Republics) will provide you with guide-interpreters and Lincoln limousines for sightseeing trips. Twenty itineraries are ready.

In Leningrad and Moscow you will see historic buildings and the life of the people under the new régime.

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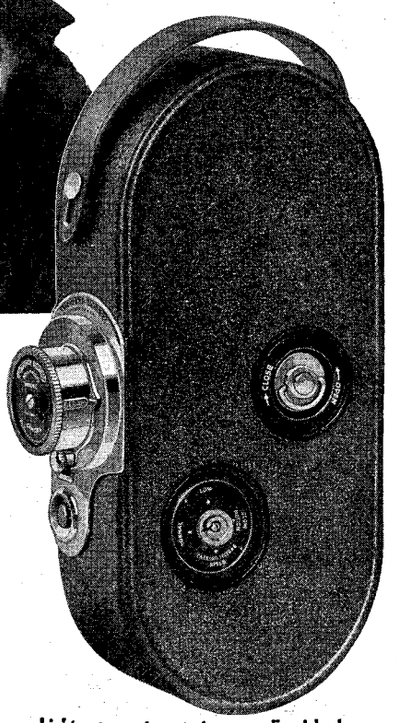

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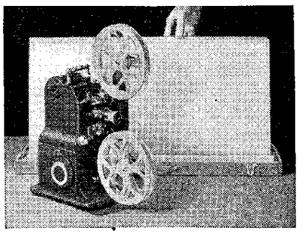

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# Science and History Size Up the Depression

WE NATURALLY EXPECT FROM THE historian and the scientist a long-range view of the present economic unpleasantness.

The one thinks in terms of centuries, the other in terms of geologic ages.

But an interesting contrast appears in the remarks printed side by side in the papers one day recently from a representative scientist and a representative historian.

The scientist was no less a personage than Henry Fairfield Osborn, President of the American Museum of Natural History. He returns from a 28,000-mile yachting trip around the world to paint a gloomy picture of world-wide overpopulation, overproduction and unemployment, and the only solution he sees is a general limitation or regulation of births.

The historian is more cheerful. He calls attention to the alternating panics and booms of the past century as more or less normal fluctuations, and drops the tip that now he is buying stocks.

Dr. Osborn's remarks on the length and breadth of the depression are quoted thus in the New York *Herald Tribune:*

Everywhere ports were full of empty vessels. Great warehouses and wharfs were idle. Railroads were constructed far beyond the needs of present traffic.

Everywhere the number of employees in all grades was being cut down, and everywhere the world's staples, even rice, stood about in quantities far exceeding the world's demand.

Dr. Osborn is not dogmatic, but merely suggests that the only solution would seem to lie in "some wise and judicious means of limiting the number of births." He holds that sanitation is responsible for much of the present state of overpopulation, as the death-rate is thereby greatly cut down. In particular he noticed that the population of Java has increased from 12,000,000 to 37,000,000 under Dutch sanitation systems. He adds that "the great safeguard in Java and other Eastern countries which are densely populated has been the careful exclusion of labor-saving machinery."

Paying due tribute to Dr. Osborn's high reputation as a scientist, the Springfield *Union* is only one of several papers to declare his recent remarks on birth control and the depression to be impractical and futile. To quote:

How is a world of diverse races and nationalities running the gamut from high civilization to barbarism to be gotten together for a "wise and judicious" limit on births? Such a question shows the futility of Professor Osborn's statement.

He says the people of the world are producing more than they can consume, which in the present situation is undoubtedly true. But how is that situation to be remedied by reducing the number of consumers while the producing capacity of the uneliminated is not reduced or may even be increased? As, generally speaking, producers are consumers and vice versa, there is little reason why a mere reduction in the number of either one or the other would change the varying economic relation of production to consumption.

TURNING to the historian, we find Mr. James Truslow Adams, in a New York *Times* interview, reminding us that things have been just as bad, or even worse, many times in the past. He remembers seeing Northern Pacific Railroad stock selling at 25 cents a share, only to rise in less than ten years to $1,000 a share. He proceeds:

In the panic that lasted from 1837 to 1841, 50 per cent. of the property in the United States changed hands. In 1857 times were nearly as bad, and from 1873 to 1879 the depression was far worse than it is now.

In 1893 I saw troops outside our house here in New York and cavalry charging a hungry mob. Many of the large railroads were thrown into the hands of receivers. There have been excellent times since.

It is usual to say that general conditions, inventions of labor-saving machinery, the experiment in Russia, the war debts, are behind all this trouble now.

All have something to do with it, but when you consider the smooth curves of booms and depressions running through history from 1790 on, it is to wonder how really important they are.

For the depression year 1790 came before the industrial revolution: in 1837 there were no electric lights, no huge factories with the mass production of the present.

Consider the tremendous changes—steam replacing sail, motors replacing horses, that the capitalistic system has withstood. Are the factors at work now so much stronger than the factors that were at work before?

This eminent authority on American history finds in New York, at this time, "precisely the same attitude, precisely in reverse," that he found here in 1929. As he puts it:

I wrote in an article published in December, 1928, that a business depression was under way; that market values must come down; that there was no "new era."

I was selling my stocks then. Now I am buying. The situation to-day is no more new than was the situation in 1929.

And the men of New York, still rich, are wailing like children who have lost toys. I can't predict when this will be over, when the toys will be returned, but I am certain that they will be returned as good as ever.

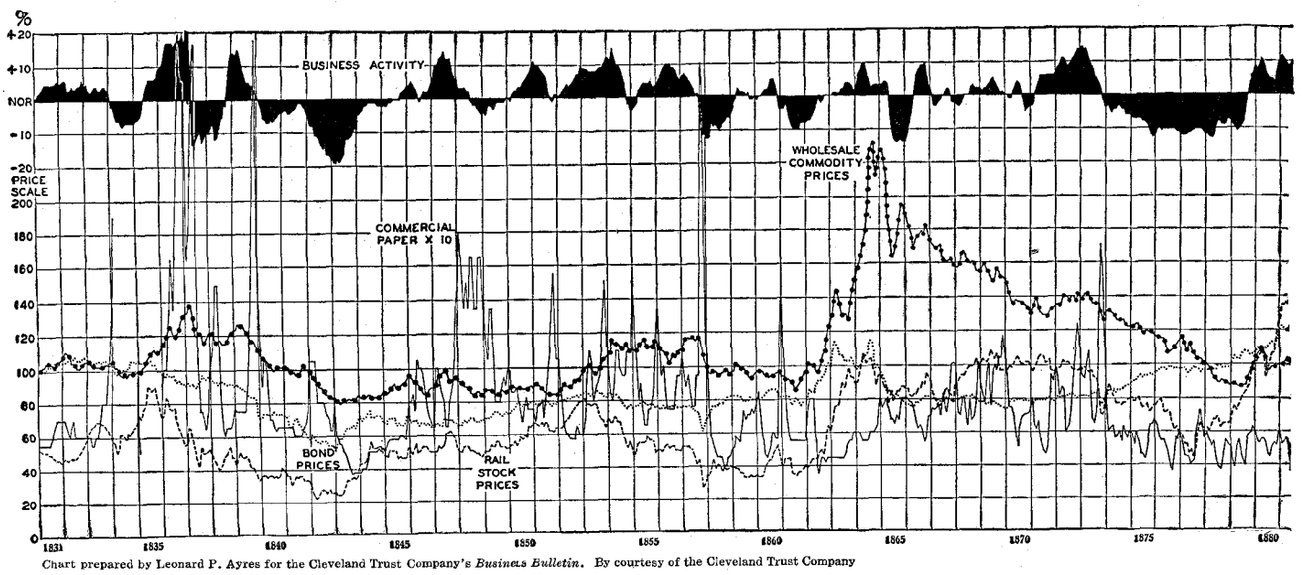


Chart prepared by Leonard P. Ayres for the Cleveland Trust Company's *Business Bulletin*. By courtesy of the Cleveland Trust Company

A Century of Business Activity, Security Prices, Commodity Prices and Interest Rates—

The index of business activity represents a number of different indexes, all carefully correlated and weighted. "The smooth curve of booms and depressions" impresses a historian like James Truslow Adams.



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# Inspecting Wall Street's Bargain Counter

OPPORTUNITY IN WALL STREET?

"Why, it is immense! 1932 will be looked back upon as an investment opportunity of a decade."

"We have an idea that when history is recorded and present security prices are viewed in retrospect, it will probably be found that a 'bargain sale' took place on the New York Stock Exchange during 1932."

"For the patient, and for those with courage to believe that American capitalism can survive this crisis, buying opportunities abound."

"Those who have not bought stocks on any of the previous declines now have a basis for an initial investment, such as has not been provided at any time during this century."

Such remarks, coming in succession from a statistical service, from a Stock Exchange house, from the market commentator of a financial weekly, and from the investment expert of a press syndicate, indicate that somebody sees a bargain sale going on in Wall Street.

But that does not mean that everybody is being advised to jump right in and buy stocks, or is being told that the lowest point has necessarily been reached. In fact, the financial advisers all emphasize the difficulty of picking the right investments at a time when everything looks cheap.

A broker quoted in the New York *Times* characterizes stocks at present levels as "unquestionably cheap," but he adds: "there is no will to buy, while there is still a necessity to sell."

ROUGHLY summing up the situation at the end of May, a writer for the Stock Exchange house of Paine, Webber and Co. says:

Industrial stocks have shrunk to 14 per cent. of maximum 1929 prices, and have obliterated a structure of seventeen years' upbuilding.

Railroad stock prices, which less than three years ago soared at historical summits, have canceled seventy years of patient, toiling progress, and have sunk to Civil War quotations. Junior bonds of 40 per cent. of the railroads register prices which are representations of receivership without the fact.

New York bank stocks' average prices are about 10 per cent. of 1929 peaks.

Several formerly prominent holding companies command prices barely above extinction levels.

Whether the bear market is approaching a final conclusion at this time, we do not pretend to know. Certain forces point to organic changes in our economic life, but these will be of comparatively slow development. Meanwhile, prices of many stocks reflect situations not now so adverse as they indicate, either from standpoint of earnings or financial position.

More than half of the representative industrial stocks listed on the Exchange "are selling now for less than their book values, and in many cases for less than the amount of the net working capital available for each share of common stock," we read on one of the financial pages of the New York *Times*. But the writer goes on to suggest that nowadays more attention is being paid to earnings than to book values. Yet "the liquidity of a company's assets is still regarded as an extremely important factor in evaluating equities, since the preservation of a strong cash position is likely to enable companies with unsatisfactory current earnings to pass safely through a depression." And some particularly cautious observers hold that even liquid assets of greater value than the stock's market value should not be taken too seriously, since "unfavorable business conditions could dissipate the liquid assets."

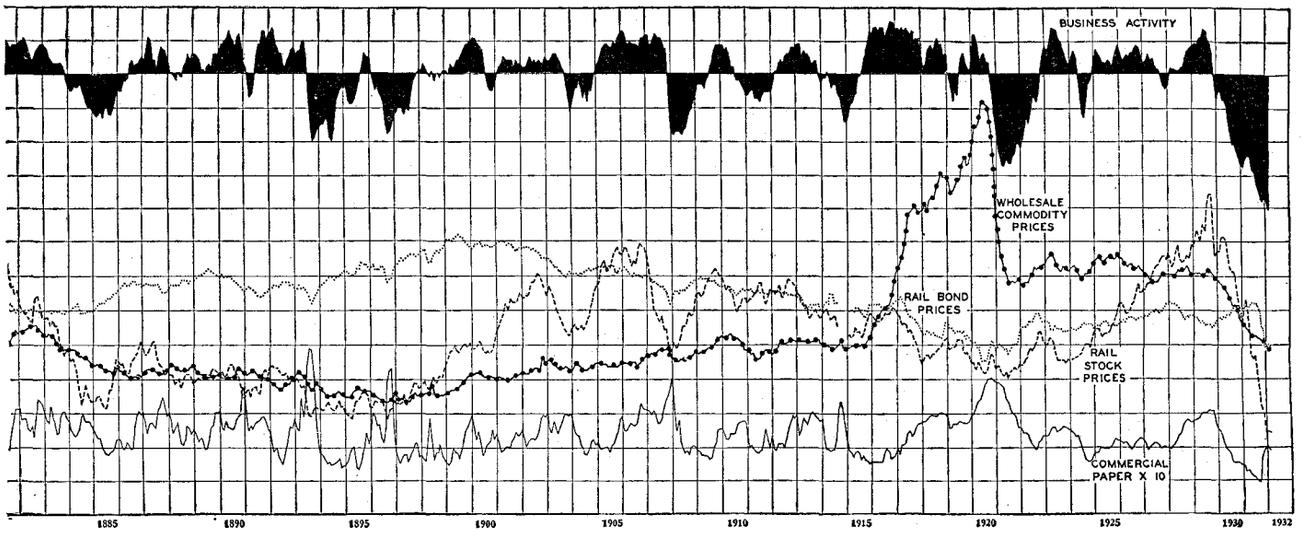
IN the same newspaper it is noted that among all the active common stock issues on the Exchange there is only one member left in the "Century Club." That is, Homestake Mining is the only fairly active stock now selling for more than $100 a share. In fact, according to this writer, there are only about fifteen active members in the Fifty Club.

Looking at it the other way around, Charles F. Speare of the Consolidated Press is very much interested in what we might call a less exclusive organization—"the increasing number of listed securities selling in a price area around ten dollars a share." He says:

It now includes such stocks as General Motors common, Pennsylvania Railroad, Northern Pacific, Great Northern, Kresge, Nash Motors, and Texas Corporation, with a dozen or more equally prominent issues quoted close to this price. As an indication of the indifference of the public to the market or its lack of purchasing power, the fact may be stated that these low market valuations have so far failed to attract much buying, altho many investors six months ago would have regarded a $10 stock of a favorite issue as one of the bargains of the age.

Some market students believe that, when so many prominent industrial and railroad shares reach a $10 level in the market, and when the income return is at 10 per cent., these facts indicate the irreducible minimum of prices, and that whether or not the market advances from this level, it can not well go much below it.

Equally important is the fact that the largest group of stocks is selling well below $10 a share. Scores of what were formerly regarded as the most substantial issues are quoted at $5 a share and under. Another important point to be remembered is that in this lower category are numerous instances where the present




—Their Fluctuations as Business Has Moved Up and Down through the Years From 1831 to 1932

Bond prices are the yields of high grade bonds capitalized at 5 per cent. Wholesale prices are computed with 1910-14 prices as 100. The interest rate on commercial paper is multiplied by ten for convenience in charting.

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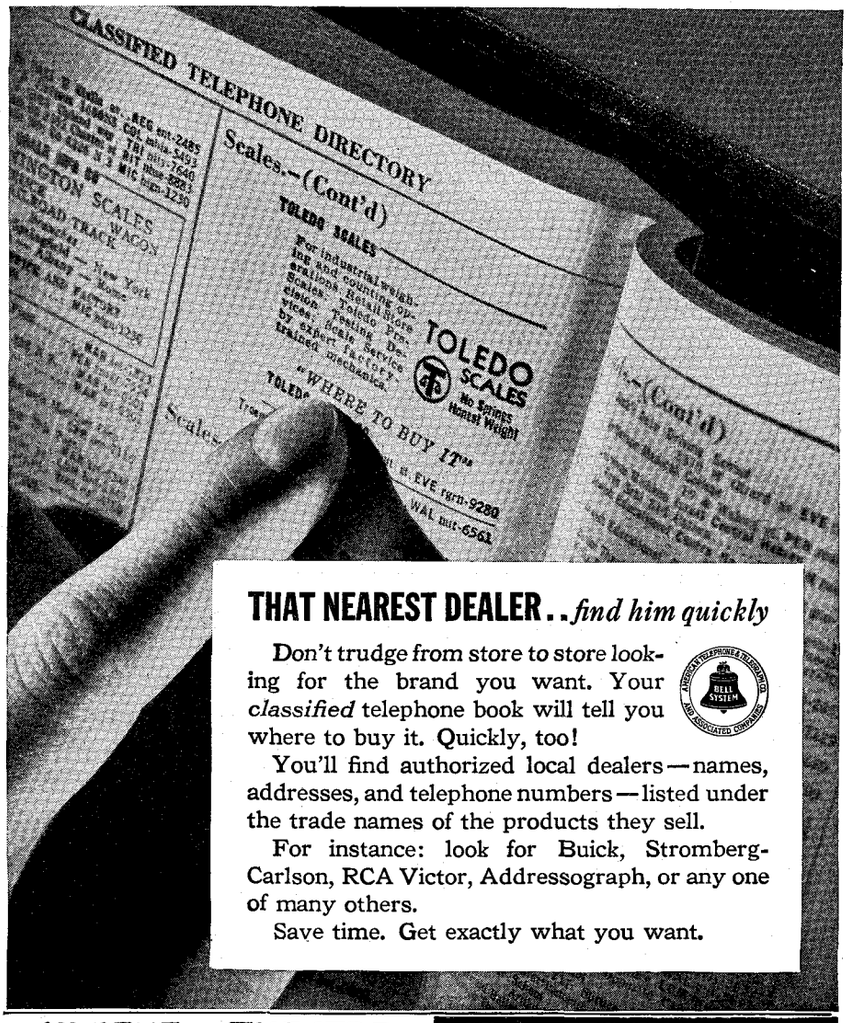


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**ADVERTISING GUIDE**
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Depositor
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market value is below the asset value in the form of cash and securities or in inventories carried at the present abnormally low prices for merchandise and commodities. Sooner or later these facts will be given proper appreciation by investors, altho to-day they show no sign of being attracted by quotations for stocks at from one-fifth to one-tenth of the prices ruling as recently as the early part of 1931.

WHETHER stocks are really cheap or not is a question that can not be answered in a word, remarks Merryle Stanley Rukeyser. But this much can be said, he continues in his New York *American* column:

The shares of strong, well-financed, and excellently managed companies, whose products have a future, will be worth more than they are currently quoted at when and if the gross business of the country rises above the prevailing deflated level. If in the meantime gross business contracts still further, stocks may be expected to reflect that trend. Until the economic storm is definitely over, the process of going into debt to acquire stocks will be more hazardous than normally.

Those who buy now should not put themselves out on a limb but should be prepared to carry their holdings through any temporary market crises that may arise at the tail end of the period of readjustment.

Only those who already have a backlog of cash or its equivalent for an emergency fund are in position to accept the risks of stock ownership. For those who can afford the hazards over the long pull, this is obviously a good time to consider entering various favored industries.

A similar warning comes from George T. Hughes of the Consolidated Press:

To insure any degree of safety, common stocks must not be bought in the present market with funds the purchaser is likely to need on short notice in the near future. While the price decline has now continued over two years, no one can say whether it has ended. Over the longer period it is reasonable to believe that substantial capital appreciation will be shown on commitments made now, but there is no certainty that the buyer will not have a paper loss, possibly a large one, meanwhile.

If you can not buy stocks without running the risk of not having funds to meet a near obligation, leave them alone.

THERE are two reasons why there isn't a great rush to the Wall Street bargain counter, says Mr. Hughes in another dispatch. First there is the difficulty of selection. "All kinds of securities have depreciated in market value during the past three years, but it does not follow that all kinds will appreciate once the turn has come." And perhaps more important than this is the feeling that prices are going still lower and that even better bargains will be available later on. But one must shut one's eyes to superficial considerations like these, we read. When a corporation is able to earn money in times like these and when its stock is selling for less than the equity in working capital, "its purchase is indicated unless one accepts the counsel of despair, the view that American corporations will operate unceasingly at losses, stopping only when all the resources are exhausted."

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*for* JUNE 4, 1932

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WHEN I married Jim, he was the healthiest man I ever knew. Positively nothing upset him. Nothing upsets him now. But there was a time when coffee most certainly did.

Coffee began to give him indigestion. I almost asked him to stop drinking it. Then Kaffee Hag came to our house. Now everybody's happy.

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# THE SPICE OF LIFE

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**Relativity in Action.**—"What will the girl of eighteen be in ten years' time?" asks a critic. Twenty-one.—*London Opinion.*

**Toujours la Politesse.**—"So the groom-to-be failed to show up at the church."

"Yes, but he sent his regrets."—*Boston Transcript.*

**Swarming Time.**—"All these delegates for me?"

"Those are candidates, friend."—*Louisville Courier-Journal.*

**What's a Little Law Between Friends?** — DINER—"I see that tips are forbidden here."

WAITER—"Lor' bless yer, mum, so was the apples in the Garden of Eden."—*Smith's Weekly.*

**Racketeering a Racket.** — "Grandpa, will you give me a drum for my birthday like you gave Jack?"

"Why?"

"His father gives him a shilling a week not to play it."—*Karikaturen.*

**Referred to Emily Post.** —"What's happened, George?" she asked her husband, who had got out of the car to investigate.

"Puncture," he said briefly.

"You ought to have been on the lookout for this," was the helpful remark. "You remember the guide warned you there was a fork in the road."—*Tit-Bits.*

**High Cost of Geniality.**—"Why do you jump every time the telephone rings?"

Shipwrecked: For heaven's sake, Arthur—take off that tux, you look too much like a penguin! —"Judge."

**Think Again, Ma'am.**—FRIEND—Say, there's a bunch of people outside waiting to see you. Among them is a bishop who says he married you some time ago.

FILM ACTRESS—Gee! I'm practically certain I never married a bishop.—*Montreal Star.*

**Rainy Day.**—

Girls who keep letters
Seldom are blue
On the first of the month
When the rent falls due.
—*Evelyne Lowe Cooper in Judge.*

**Getting the Low-Down.**—Through the good offices of an influential American residing in Paris, an ambitious young girl from New York obtained an audience with Sacha Guitry, the famous actor, who graciously consented to hear her recite.

After listening to a classical or two, the great actor went up to the young aspirant for histrionic honors and placed his hand on her head, as in benediction.

"My dear child," said he, "marry soon. Good-by!"—*New York Morning Telegraph.*

**Life's Just a Mess of Contacts.**—We arise in the morning, contact a cake of soap briefly, a shaving brush more extensively. We contact a pair of eggs, a street-car conductor, and finally the office. There is an unpleasant contact with a bill collector. He says he must contact some money. Later, perhaps, we contact a customer or two. When the shades of night have contacted the earth, we contact dinner, and pass the evening contacting poor bridge hands.

And so to bed.

Our fathers had all these experiences, but they didn't know how to describe them. —*Louisville Courier-Journal.*

"I'm afraid of bad news," said Senator Sorghum.

"But the message may be cheery and complimentary."

"I can't think it. As my political affairs have been going, I've decided that if I want a kind word, I'll have to go to a fortune-teller and pay for it."—*Washington Evening Star.*

**Horse Sense in Wonderland.**—

"The time has come," says Summer Girl,
"To think of serious things.
Of auto rides and moonlight nights
And front porch steps and swings.
And soft soap slush and milk and mush
And masculine arm that clings.

"Yes, yes, the time has come to think
Of 28 long Springs,
And Summers, Falls, and Winters too
And spinsterhood's sharp stings,
And trying to land one—why—oh, why
Do lobsters all have wings?"
—*Florida Times-Union.*

**Bright Yarn for Dull Times.** — An elderly German couple decided to buy the farm adjoining their property. The price agreed upon was $16,000, and they went to town to conclude the deal.

They entered the bank carrying an old battered milk pail with a tin cover, which they set on the floor between their chairs.

When the time came to pay, the old farmer pulled the pail up on his lap and started to count out an assortment of money, much of which had been out of circulation for some time.

Finally he reached the bottom, and stopt, obviously very upset.

"Why, there's only $14,000 here," he exclaimed.

His wife looked equally concerned for a moment; then her face brightened.

"Ach, papa, you brought the wrong pail!" she exclaimed.—*Chicago News.*

## Slips That Pass in the Night

**We're Slightly Embarrassed.** — Your choice of my family or dairy cows cheap for cash.—*Kansas City Star.*

**Good Gracious, It's Spreading!**—Cows For Sale or To Rent—Or will trade for small children, colored preferred.—*Chateaugay (N. Y.) Record.*

**Swatting the Saps.**—The President is represented by advisers as determined to go through for vigorous and prompt action on Sapitol Hill.—*Troy Record.*

**Putting It All Over Don Quixote.** — The ladies wore pastel shades of organdie. The knights clad in dark blue carried coats and white flannel trousers. — *Tallahassee Daily Democrat.*

**Eat a Flock of Food.** —Dear Miss Leeds — I am 32 years old, 5 feet 3 inches tall and weigh 1233 pounds. My face is too thin. How can I make it fuller?—*Oakland (Calif.) Tribune.*

**Fatal Lure.**—Sam ——, who has taken up farming in Arkansas, despite his intentions to reform his former habits.—*Chattanooga Times.*

**Now It Can Be Told.**—There may have been unwise loans made, but there are very few of us who did not make unwise investments—investments which seemed to us to be guilt edged at the time.—*Orlando Morning Sentinel.*

**"Rusted" Describes It.**—New York—Richard ——, 46, who for half his life has been a rusted employee of the Corn Exchange Bank, was in the police line-up today charged with grand larceny amounting to at least $24,000.—*Philadelphia Public Ledger.*

**Reserve Power.**—Winslow, Ariz., Governors Rolph and Balzar of California and Nevada, on their transcontinental flight, in the plane piloted by Captain Roscoe Turner, left at 9:37 P. M, after refueleing their hip.—*Grand Junction (Colo.) Daily Sentinel.*

**The Top of the Morning to Her!**—The widow of the Gallant Drug Co. has been tastily and appropriately trimmed with a true St. Patrick's touch. The setting is green and white with a large bowl of shamrocks in the center.—*Summerside P. E. I. paper.*

**The Pace that Kills.**—You have to take a chance on everything in life, marriage included. There are no sure things, so marry your man and try to make marriage so pleasant for him he won't go wandering off in forbide pathsdnshrdluetaoiwshrdluetao.—*Nashville Banner.*



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# Bunk!

—says the famous

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DON'T LOOK UP! DON'T HURRY BACKSWING! DON'T PULL IN! DON'T DROP LEFT SHOULDER! BE SURE TO PIVOT! DON'T OVERSWING! KEEP LEFT ARM STRAIGHT!

# . . . and he guarantees to Improve Your Golf in Just Five Days!

AT LAST Alex Morrison has done what thousands have urged him to do: put his way to learn the correct swing within reach of every one anxious to improve his game.

"Alexander the Great" is, as Bob Davis says, "the Wizard of Golf Instruction." His instruction brought Babe Ruth down into the 70s—enabled Doug Fairbanks to shoot 72 (on a par 71 course) in Los Angeles—helped big-framed Rex Beach shoot 154 for 36 holes in tournament play, and slender Clarence Budington Kelland get into the 70s. He has taught Jack Dempsey, the slight Charles Chaplin and the bulky Paul Whiteman, Grantland Rice, Rube Goldberg, Paula Stone, Annette Kellermann, and scores of others. Whatever golf lessons he chose to give were given at a charge of $200 for 12 lessons.

He is on the staff of American Golfer, has written for Ladies' Home Journal, American Magazine, Popular Science, and others. He has given lectures and exhibitions all over this country and Canada. Although this left him little time for tournament play, Alex has demonstrated that he can play the game with the best of them. In addition to defeating several of the leading players he has set many course records. Recently he tied the course record at Winged Foot (the scene of the 1929 American Open) with a 68. He and his brother Fred—winner of the winter season's biggest purse at Agua Caliente—recently beat Olin Dutra and Roland McKenzie.

This fellow is considerably worried about his wind-up. The correct swing banishes all worry about ANY stage of a shot.

### *For Those Bewildered by a "Plague of Don'ts"*

Alex Morrison has just gotten out a book which clearly describes and pictures his simple way of learning the correct swing. There need be no question in your mind about being able to learn through a book like this one. It is sold not on promise but on performance—on a definite guarantee that it will improve your game, or cost you nothing.

So many "don'ts" are running through his mind that they show in his knees, his shoulders, and his whole stance.

If you know Alex Morrison, you know that he is the arch enemy of Golf DON'TS! His last fifteen years have been spent to help the man so typical of thousands of golfers: the man who stands grimly before his ball "concentrating," with his knuckles white with tension, and the cords in his neck swelling with strain. Alex Morrison is out to help the fellow who really gets too little amusement, satisfaction and benefit from the game—who merely exchanges business worries for golf worries—who is in a constant panic about doing the wrong thing.

### *The Secret of the Correct Swing*

If you are "stymied" by your apparent inability to apply seemingly simple principles, if the usual advisory jargon and generalities haven't gotten you anywhere, if you realize that mere intense concentration, will-power, and practice alone is not the real answer—then you will be interested in how Alex Morrison can change your whole viewpoint, in his book, "A New Way to Better Golf."

First, he tells you how to banish mental tension and nervous strain, and how to play with muscular freedom, mental relaxation.

Then he analyzes the eight stages of the Correct Swing—not "correct" because it is the way he does it, but correct because of the structure of your own body. For years Morrison has studied anatomy and mechanics. As he has proven, when the proper muscles cease to function the wrong ones take charge—and you inevitably get a bad shot.

In simple terms and clear photographs he shows these eight stages. He proves by actual photographs there is not even a "pivot" in it! He gives you no such advice as is bewildering and killing the game of the gentleman pictured above. Then, having shown you how to get the Correct Swing, he shows how easy it is to put it into practice—in every shot, from drive to putt

### Alex Morrison

**GRANTLAND RICE**, Editor of *The American Golfer* says, "Alex Morrison has been working for years on simplifying and developing a clear picture of what is needed to play better golf. He is something more than a fine teacher of golf. He is also one of the few who have made a close study of breaking up tension, which is the curse of every game played."

**REX BEACH** says, "Morrison knows more about his business than I will ever know about mine. He has taken the golf swing apart and examined it, oiled up loose parts, re-assembled them and put the whole thing into smooth running order. To watch him execute a shot is to realize that he has mastered the elusive principles of the golf stroke to a nicety which makes the swing of most experts look crude. You will find here the soundest, the simplest, the most sensible help you have ever found."

"If the Pulitzer Fund were to offer a reward for golf instructors," says **BOB DAVIS**, "Morrison would grab the coin every year. He is the most celebrated golf instructor alive."

## SEND NO MONEY

*5 Days' Examination and a Double Guarantee*

| The Morrison Golf Guarantee | |
|---|---|
| If Your Present Score is | In One Month You'll Score |
| 130 | 115 |
| 120 | 110 |
| 110 | 100 |
| 100 | 92 |
| 90 | 85 |
| 85 | 80 |
| 80 | 77 |
| 75 | 73 |

Send no money with the coupon below. When the book is handed to you, pay the postman only $2, plus postage charges. Read it for five days. If you are not "sold" at once—OR if you put Mr. Morrison's suggestions into practice and *within one month* you don't reduce your score in accordance with the little chart shown here, you may return the book and your $2 will be refunded.

Clip and mail this coupon—without money—now. SIMON & SCHUSTER, INC., Dept. 146, 386 Fourth Avenue, New York City.

### Some of the Good Golfers Who Have Followed Morrison's System

DOUGLAS FAIRBANKS
Formerly in the high 80s. Now in the low 70s.

CLARENCE B. KELLAND
Formerly in the 90s. Now in the 70s.

PAUL WHITEMAN
Formerly over 100. Now in the 80s.

REX BEACH
Formerly in the 80s. Now in the 70s.

SIMON & SCHUSTER, Inc,
Dept. 146, 386 Fourth Ave.,
New York City

Please send me Alex Morrison's new illustrated book, "A New Way to Better Golf." When the postman delivers it I will pay $2, plus postage charges.

It is distinctly understood that, if I care to, I may return the book within 5 days. It is also understood that, if putting Mr. Morrison's instructions into practice does not—within one month—reduce my score as indicated in the schedule shown above, I have the privilege of returning the book. In either case my $2 is to be refunded at once.

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☐ Check here if you are enclosing $2 herewith, thus saving postage charges. Same refund privileges apply, of course.

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